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SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting held on Thursday, January 2, 1969.

The City Planning Commission met pursuant to notice on Thursday, January 2, 1969, at 1:00 P.M., at 100 Larkin Street.

PRESENT: Mrs. Charles B. Porter, Vice President; Virgil L. Elliott, James S. Kearney, Walter S. Newman, and Walter W. Wight, members of the City Planning Commission.

ABSENT: William M. Brinton, President; Mortimer Fleishhacker, Jr.

1:00 P.M. - Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:00 P.M. to take a field trip to properties scheduled for consideration during the Zoning Hearing on January 9, 1969.

2:15 P.M. - 100 Larkin Street

APPROVAL OF MINUTES

It was moved by Commissioner Kearney, seconded by Commissioner Newman, and carried unanimously that the minutes of the meetings of October 24 and 31, 1968, be approved as submitted.

CURRENT MATTERS

The Director noted that he had mailed copies of a year-end report to members of the Commission which contained a review of the Department's activities during 1968.

The Director reminded the Commission that a Special Meeting has been scheduled for Friday, January 10, 1969, at 9:00 A.M. for review of the annual Capital Improvement Program.

The Director informed the Commission that the Board of Supervisors, meeting on Monday, had authorized an agreement between the Redevelopment Agency and BART for financing and construction of the initial phases of the proposed Embarcadero Transit Station.

The Director advised the Commission that the Board of Supervisors had delayed action on the Marin Ferry Feasibility Study Consultant Contract for two weeks.

The Director reported that the Board of Supervisors had approved the designation of various buildings in Jackson Square as landmarks.



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CONSIDERATION OF DEPARTMENTAL BUDGET AND WORK PROGRAM FOR FISCAL YEAR 1969-70

Allan B. Jacobs, Director of Planning, summarized the major elements of the work program which was being proposed for the next fiscal year. Subsequently, he presented and explained the budget which he had formulated to support the proposed work program. He emphasized that the requested budget totaled \$152 less than the \$889,228 authorized for the current fiscal year; and, while he felt that a more realistic budget might be closer to the 1,300,000 amount requested by the Commission last year, he felt it was important to heed Mayor Alioto's request that budgets be kept to a very minimum because of the City's current fiscal problems.

During the course of the Director's presentation, Commissioner Elliott arrived and assumed his seat at the Commission table.

After discussion, it was moved by Commissioner Kearney, seconded by Commissioner Newman, and carried unanimously that both the proposed work program and budget for the fiscal year 1969-70 be approved.

FILM PRESENTATION

The Commission watched a screening of a film entitled, "The Pedestrian Strikes Back", dealing with the subject of pedestrian malls.

The meeting was adjourned at 3:45 P.M.

Respectfully submitted,

Lynn E. Pio  
Administrative Secretary



SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, January 9, 1969.

The City Planning Commission met pursuant to notice on Thursday, January 9, 1969, at 1:30 P.M. at 100 Larkin Street.

PRESENT: William M. Brinton, President; Mrs. Charles B. Porter, Vice President; Virgil L. Elliott, Mortimer Fleishhacker, Jr., Walter S. Newman and Walter W. Wight, members of the City Planning Commission.

ABSENT: James S. Kearney

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director-Implementation; Robert Passmore, Assistant Zoning Administrator; Wayne Rieke, Planner IV-Zoning; Robert Frank, Planner II; and Lynn E. Pio, Secretary.

1:30 P.M. - Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:30 P.M. to take a field trip to property affected by application CU69.5 which was to be the subject of a public hearing to be held later in the afternoon.

2:15 P.M. - Room 282 City Hall

CURRENT MATTERS

The Director reported that the Streets and Transportation Committee of the Board of Supervisors, meeting yesterday, had approved the vacation of a portion of Grove Street to accommodate the proposed expansion of St. Mary's Hospital.

The Director summarized the provisions of a proposed ordinance which would establish a Bay View-Hunters Point Model Neighborhood, prescribe the duties and powers of that agency, and authorize the agency to draft a five-year planning program for the Model Cities program.

The Director advised the Commission that the first public meeting on the Northern Waterfront Plan would be held on January 30 at 7 P.M.

The Director announced that proposed amendments of the City Planning Code relating to car washes will be scheduled for public hearing on Thursday, February 6, 1969.

On the morning of January 1, 1968, the following persons were present at the meeting of the Civil Liberties Committee:

- William M. Winter, Chairman
- Charles E. Rosenberg, Vice Chairman
- John F. Kennedy, Jr., Secretary
- James H. Callahan, Treasurer

The meeting was held in the Conference Room of the Federal Bureau of Investigation, Washington, D.C. The meeting was attended by approximately 20 persons, including members of the Civil Liberties Committee and other interested persons.

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The Director read a letter from Reverend Cummings, Director of Education for the Archdiocese of San Francisco, in support of the policy position which had been taken by the Commission with regard to Forts Mason, Miley and Funston.

2:30 P.M. - Zoning Hearing

CU68.36      340-398 Monterey Boulevard between 275 feet and 594 feet west of Congo Street. Request for a 172-bed convalescent hospital in an R-3 district. (Postponed from meeting of December 5, 1968.)

R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property; and he remarked that the matter had been postponed from the meeting of December 5 to enable residents of the neighborhood to meet with the applicants to discuss plans for the proposed facility.

Italo Caipestri, architect for the applicants, displayed and described floor plans and sections of the proposed building. He stated that the first floor would be devoted to a lobby and parking spaces; the second floor would be used for ancillary services; and the third and fourth floors would consist of patient rooms. Because of the topography of the site, only a limited amount of space would be available on the first floor; and, therefore, the number of parking spaces which could be provided was limited. He stated that a 15-foot planting strip would be maintained along the entire 344-foot frontage of the site; and he noted that the City had committed itself to the installation of a landscaped center strip in Monterey Boulevard during the course of its proposed street widening project.

Emerson Wiser, representing the applicants, stated that meetings had been held with residents of the neighborhood to discuss plans for the proposed building; and he believed that the major concern of the residents, that of the height of the proposed building, had been resolved. The roof of the proposed building would be at a lower elevation than Joost Street; and, therefore, the building would not impair views from the hill to the north. Mr. Wiser stated that residents of the area had also objected to a rooftop solarium which had originally been proposed by the applicants; and, as a result of those objections, the solarium had been removed. Some concern had been expressed about the possibility that the proposed building would cover the entire site; however, under the provisions of the City Planning Code, no more than 65% of the site could be used for the building. As designed, the building would have 20-foot side yards on both sides. In addition, because of the concern expressed by the staff of the Department of City Planning about the number of parking spaces to be provided, plans for the building had been modified to provide 14 on-street parking spaces where only seven would have been available originally. Mr. Wiser noted that the subject neighborhood is quite devoid of convalescent hospital beds; and, therefore, he felt that the proposed facility is needed. Furthermore,





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since the facility would be located on major public transportation routes, he believed that the number of parking spaces proposed would be sufficient.

Commissioner Porter asked how many parking spaces would actually be provided. Mr. Wiser replied that the minimum ratio of one parking space for every eight beds established by the City Planning Code would be met. In addition, 14 on-street parking spaces would be available in front of the facility.

George McKray, attorney for owners of property on Joost Street, confirmed that most of the issues which had concerned residents of the neighborhood had been resolved; and he indicated that a resolution had been adopted by the majority of residents of the neighborhood in support of the modified proposal.

Thomas E. McCormick, 1 Rosemary Court, stated that he did not oppose the proposed facility; however, he hoped that the Commission would take every precaution to insure that the height of the proposed building would not interfere with views from properties located higher on the hill. He recognized the difficulties which were posed by the topography of the subject property; however, he felt that the building could still be lowered significantly if the floor-to-floor height of the various stories were to be reduced. He reminded the Commission that the convalescent hospital which had been approved on December 5 for Bosworth Street had had lower floor-to-floor height than the facility which was presently being proposed.

Albert DePalma, 6 Persia Avenue, stated that he had not been advised of the meeting which had been arranged between the Joost Street property owners and the applicant; and he indicated that he had obtained several signatures on a petition in opposition to the proposed project. He noted that Monterey Boulevard is a major thoroughfare; and he emphasized that both traffic and parking congestion along Monterey Boulevard have reached critical proportions. This situation was recently aggravated by the construction of a new 18-unit apartment building in the neighborhood. Under the circumstances, he felt that construction of the proposed convalescent hospital on the subject site would be most inappropriate. He doubted that the employees of the proposed facility would use public transportation; rather, they would drive their own automobiles to work. In addition, doctors, visitors, and delivery trucks would bring further congestion to the area. When Monterey Boulevard is widened and the proposed divider strip installed, Monterey Boulevard will become a virtual freeway; and the traffic congestion caused by the proposed convalescent hospital would be both inconvenient and dangerous. Mr. DePalma stated that he was being forced to relocate his business because it is located on residentially-zoned property; and, under the circumstances, it did not seem equitable to him that the Commission should be willing to authorize construction of the proposed convalescent hospital, which is essentially a commercial endeavor, on residentially-zoned property.



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Mr. Steele recommended approval of the application subject to seven conditions. He remarked that the applicant had designed a structure which would appear to give major view protection to the residents on Joost Avenue; and, while the parking which was indicated on the plans was not of a number which would be desirable, the difficult topography, as well as the design of the building which would assure a greater number of on-street parking spaces, would appear to be the best solution in view of the difficulties. Subsequently, he distributed a draft resolution for consideration by the Commission and summarized the conditions which it contained.

Commissioner Porter, noting that Condition 2 of the draft resolution specified that the building should not exceed an elevation of 328.5 feet above City base (60 feet above the curb at the middle of the lot), asked if that condition would protect the views from Joost Street. Mr. Steele replied in the affirmative emphasizing that the entire roof of the building, with the exception of mechanical penthouses, would be below the grade of Joost Street. He noted that the condition also specified that the penthouses should be designed and located so as to preserve the maximum amount of view and to provide a pleasing appearance as seen from properties fronting on the south line of Joost Avenue adjacent to the subject property.

Commissioner Porter remarked that it is unfortunate that the City Planning Code allows institutional buildings to exceed the 40-foot height limit in residential districts; however, she indicated that she was fully aware of the difficulties which were posed by the topography of the subject site.

In any case, she felt that the most important factor was that the proposed building should not interfere with the views from properties on Joost Street.

Commissioner Kearney stated that he was concerned about the adequacy of the parking proposed for the project. He noted that the Commission had previously required convalescent hospitals to provide one parking space for each four or six beds. If no more than 22 off-street parking spaces could be provided on the subject site, he wondered if it would not be desirable to limit the hospital to 138 beds so that the parking ratio would be consistent with the ratio required by the Commission in previous instances. If the project were to be approved as presently proposed, he felt that the Commission would be making a drastic exception in terms of parking requirements.

Mr. Steele stated that the difficult topography of the site had prompted the staff of the Department of City Planning to view the subject proposal somewhat differently from previous convalescent hospital projects. Provision of a greater amount of parking space would require additional cutting into the hillside; and the additional cutting could endanger properties higher on the hill. Under the circumstances, the plans for the project, as modified, would appear to be the best possible solution to the problems posed by the site.



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Commissioner Fleishhacker asked how many dwelling units could be constructed on the site under its present R-3 zoning classification. Mr. Steele replied that 43 units could be built on the site if 43 parking spaces could be provided.

President Brinton noted that while an R-3 apartment building would be subject to a 40-foot height limit, the height limit would run parallel with the grade, thus allowing the building to be constructed in a series of steps.

Mr. Wiser stated that the conditions contained in the draft resolution would be acceptable to the applicants. Mr. DePalma believed that the proposed facility, containing 172 beds, would be too large in scale for the subject site; and, with the limited number of parking spaces which were being proposed, he wondered how the traffic generated by the proposed hospital could be accommodated.

Mr. McCormick re-emphasized his belief that the floor-to-floor height of the proposed building could be reduced significantly. Mr. Steele replied that the conditions of the draft resolution would allow the building to be lowered in height; however, if the height could not be lowered, the "envelope" which had been recommended by the staff of the Department of City Planning would still protect the views from properties on Joost Street.

Mr. Capiestri remarked that the plans which were before the Commission were preliminary in nature; and they had purposely been drawn to indicate the maximum extent to which the bulk of the building might obtain. If the building could be lowered in height, it would cost significantly less; and, therefore, he assured the Commission that the height would be reduced if possible.

Commissioner Newman asked if a majority of the residents of the neighborhood were aware of the overcrowded conditions which the proposed hospital might cause. Mr. McKray replied that the property owners whom he represented, living on Joost Street, had been more concerned about views than about problems of traffic.

Mr. DePalma stated that he and other property owners on Monterey Boulevard were quite concerned about the traffic problems which could be posed by the proposed facility.

Mr. Rosen, property owner on Monterey Boulevard, agreed with Mr. DePalma. He stated that Monterey Boulevard is already a "speedway"; and he indicated that parking along the street is almost impossible. Even now, property owners frequently find their driveways or sidewalks blocked by parked automobiles; and he believed that the situation would become worse when Monterey Boulevard is widened.



The first of these is the fact that the majority of the population of the country is of Indian descent. This is a fact which is well known to all who have lived in the country for any length of time. It is a fact which is also well known to all who have lived in the country for any length of time.

The second of these is the fact that the majority of the population of the country is of Indian descent. This is a fact which is well known to all who have lived in the country for any length of time. It is a fact which is also well known to all who have lived in the country for any length of time.

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Commissioner Fleishhacker moved that the subject application be approved subject to the conditions contained in the draft resolution. He appreciated the fact that parking is difficult along Monterey Boulevard; but he remarked that this is a problem which is evident throughout San Francisco. In any case, the subject property is zoned R-3; and, under the circumstances, an apartment house could be built on the site which might be worse than the proposed convalescent hospital.

This motion was seconded by Commissioner Porter.

When the question was called, the Commission voted 4-2 to adopt Resolution Number 6322 and to approve the application subject to the conditions contained in the draft resolution. Commissioners Elliott, Fleishhacker, Porter and Wight voted "aye"; Commissioners Brinton and Newman voted "no."

ZM68.30      3275-99 San Bruno Avenue, northeast corner of Le Conte Avenue.  
R-1      to a C-2 district.

Mr. Steele referred to land use and zoning maps to describe the subject property. He advised the Commission that the existing building on the site is occupied by a cabinet and sheet metal shop, a nonconforming use subject to termination in 1980. The building is surmounted by a double-faced billboard, designed to be viewed primarily from a freeway, which is subject to termination on November 21, 1970. The applicants had requested reclassification of the property from R-1 to C-2.

Hartley R. Appleton, attorney for the applicants, remarked that the subject property is, in effect, an R-1 "island" surrounded by the James Lick Freeway, other State and City-owned property, and privately-owned R-3 properties. When the site was initially purchased by his clients, it was zoned and used industrially. Subsequently, the zoning of the site was changed to commercial; and, finally the property was rezoned to R-1 in 1960 without any notice of the zone change being sent to the owners of the property. Under the present R-1 zoning of the site, the billboard could remain only until 1970; however, if the property were rezoned as requested, the billboard would be allowed to remain until 1973. Mr. Appleton remarked that the size of the subject site is really quite small. Under the present R-1 zoning, only two units could be constructed on the site; and, if the property were reclassified to R-3, only nine units could be constructed. Under the circumstances, use of the property for residential purposes would not contribute a significant number of dwelling units to the housing market; and, since the property is already occupied by a commercial building, he hoped that the site could be rezoned to C-1 so that the building could continue to be used for commercial purposes. In conclusion, Mr. Appleton remarked that signs play an important role in metropolitan areas such as San Francisco; and he felt that the billboard on the subject site is one of the most beautiful signs presently existing along the James Lick Freeway.





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Mrs. Rossino, representing the Portola District Merchants Association, stated that her organization supported the applicant's request for reclassification of the subject property to C-2. She noted that the subject property is the only privately-owned property on the east side of San Bruno Avenue which is zoned R-1; and, even if a residential building were to be constructed on the site, she felt that no one would want to live that close to the freeway.

President Brinton asked if the applicants could have filed a request for an extension of the amortization period for the billboard. The Director replied in the affirmative. He also indicated that the staff of the Department of City Planning would have been willing to explore the desirability of R-3 zoning for the site; however, that had not been part of the applicant's request.

Mr. Steele recommended that the subject application be disapproved. He noted that the land immediately to the west of the subject site on San Bruno Avenue is primarily residential in nature with only a scattering of nonconforming commercial uses. He believed that additional commercial space in the subject neighborhood would not be required and that it would be contrary to the development pattern which exists in the neighborhood. Furthermore, there appeared to be no public benefit to be derived from such a zone change.

Mr. Appleton felt that the staff of the Department of City Planning had not given sufficient consideration to the process of "reverse evolution" which had affected the subject property resulting in its reclassification from industrial to commercial and then to R-1. He stated that his clients had not requested R-3 zoning for the site since the building presently occupying the site was designed for commercial uses. In order for the building to continue to be used for the purposes for which it was designed, the property should be rezoned to C-1 as requested.

After further discussion, it was moved by Commissioner Newman, seconded by Commissioner Fleishhacker, and carried unanimously that Resolution No. 6323 be adopted and that the subject application be disapproved.

ZM69.4      6 Tioga Avenue; 52-90 and 1-31 Alpha Street; 1300-1310 Goettingen Street; and 309 Wilde Avenue.  
R-1 to an R-2 District.

R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property. He stated that eighteen buildings occupy 19 of the 28 lots with a part of one building extending onto a second lot. The other nine lots are vacant. When the subject area was surveyed as a part of the Visitation Valley Conservation area, eight of the buildings were found to contain illegal second units; current records, however, indicate that seven of the buildings have been converted back to one-family dwellings and that one has been legalized as two units under Section 202.1(c) of the City Planning Code. The application had apparently been filed in order to stimulate construction of new buildings on the vacant properties.

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Eileen F. Ziomek, the applicant, stated that she had consulted the owners of all the properties involved before filing the request for zone change. She advised the Commission that the subject neighborhood is deteriorating rapidly; and she indicated that the nine vacant parcels of land had been a "terrific headache" for residents of the area because of the rubbish, rocks, bottles, and trash which they have collected and because children play in the vacant lots throwing rocks at street lamps, etc. In addition, one of the houses in the neighborhood had been foreclosed; and since no one could be found who was interested in buying a single-family home in the subject neighborhood, the vacant building had been allowed to deteriorate into a ruin. Because of the topography of the area, construction costs are high; and, therefore, construction of single-family dwellings in the area is not economically feasible. She believed there is a need for additional dwelling units in the area; and, since many of the houses in the area had originally contained second dwelling units, R-2 zoning of the properties seemed to be appropriate. If second dwelling units were to be legalized by a change of zone, decent and comfortable dwelling units might be encouraged instead of the type of apartment units which her house had contained when she purchased it in 1953.

Frank N. Hile, 12 Tioga Avenue, stated that he owns vacant lots which could be developed facing either on Tioga Avenue or on Alpha Street. He indicated that his lots posed difficult construction problems; however, if the property were to be reclassified to R-2 he believed that a construction project would be economically feasible. As a result, additional revenue would be made available to the City; and the subject neighborhood would be improved.

John Taylor, 390 Wilde Avenue, indicated that he was opposed to the subject application. He remarked that the subject neighborhood is not alone in facing problems posed by children playing in the streets or on vacant lots; the problem is faced by all residents of the United States. He felt that the primary cause of such problems was overpopulation in urban areas; and, if the density of the subject neighborhood were to be increased by reclassification of the properties from R-1 to R-2, the problem would be made worse instead of being alleviated. Before increasing the density of neighborhoods such as the one presently being considered, he believed that the Commission should concentrate on finding adequate parks, schools, and other public facilities to accommodate the needs of a growing population. When he grew up on Visitacion Valley, facilities were inadequate and he had to be bussed to school; and, apparently, no improvement had been made in the situation since school children were still being bussed to other areas of the City to receive their education. Furthermore, the Eichler Towers, a prime example of overcrowding, had been constructed in Visitacion Valley during the interim. If the subject application were to be approved, twice as many families would be allowed to live in the neighborhood; and the neighborhood would have twice as many kids and twice as many problems. In conclusion, Mr. Taylor stated that the neighborhood improvement club had asked to request a 30-day postponement of the Commission's decision on the subject application so that the matter could be considered more thoroughly; at the present time, the improvement club was neither in favor of nor opposed to the application.

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Mr. Ziomek remarked that most of the individuals who had spoken in favor of the application are builders; and, because of their profession, they were aware of the need for additional dwelling units in San Francisco.

President Brinton remarked that additional open space must be found for every increase in population authorized by the Commission. He also suggested that if residents of the neighborhood were really concerned about the vacant lots in their area, they might consider working together to clean up the lots and to make pleasant play areas out of them.

Commissioner Fleishhacker moved that the subject application be disapproved. He stated that the Commission had visited the subject neighborhood and had reviewed the area extensively; and he indicated that he appreciated the problems which were being faced by property owners in the area. The neighborhood is not improving; however, he felt that there might be many reasons for that phenomenon. The Street pattern in the area itself might be partially at fault. If the staff of the Department of City Planning could find other means of improving the subject neighborhood, he felt that appropriate action should be taken by the Commission; however, he believed that the requested zoning change would not solve the neighborhood's problems. The motion was seconded by Commissioner Newman. When the question was called, the Commission voted unanimously to adopt Resolution No. 6324 and to disapprove the subject application.

ZM69.2      Scott Street, west line, 100 feet to 175 feet north of Sutter Street.  
R-4 to a C-2 District.

Mr. Steele referred to land use and zoning maps to describe the subject property. He stated that the southerly 50 feet of the site, which has transitional status, is occupied by a portion of the 2300 Sutter Street Medical Building; the northerly 25 feet of the site is occupied by a three-family dwelling. The application for reclassification of the site to C-2 had been filed to make it possible for the three-family dwelling to be converted to medical offices as a principal-permitted use rather than as a conditional use. In addition, the Sutter-Scott Corporation had proposed to expand the floor area of the 2300 Sutter Street Medical Building.

Dr. Feinstein represented the Sutter-Scott Corporation. He stated that the building occupied by the 2300 Sutter Street Medical Building is located on property split between C-2 and R-4 zoning; and it was hoped that the R-4 portion of the site could be reclassified to C-2 so that the second and third floors of the office building could be expanded. Dr. Feinstein advised the Commission that most of the tenants of the office building are specialists; and, as such, they do not generate a great deal of visitor traffic. Furthermore, parking facilities which are presently available on the site are under-used by tenants of the building; and, consequently, parking spaces have been made available to people visiting Mt. Zion Hospital.

1. The first of the two main points of the report is that the investigation of the activities of the various groups and individuals mentioned in the report is being conducted in a systematic and thorough manner.

2. The second point is that the investigation is being conducted in a manner which will enable the various groups and individuals mentioned in the report to be identified and their activities to be determined.

3. The third point is that the investigation is being conducted in a manner which will enable the various groups and individuals mentioned in the report to be identified and their activities to be determined.

4. The fourth point is that the investigation is being conducted in a manner which will enable the various groups and individuals mentioned in the report to be identified and their activities to be determined.

5. The fifth point is that the investigation is being conducted in a manner which will enable the various groups and individuals mentioned in the report to be identified and their activities to be determined.

6. The sixth point is that the investigation is being conducted in a manner which will enable the various groups and individuals mentioned in the report to be identified and their activities to be determined.



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Mr. Steele recommended that the subject application be disapproved. He noted that the medical offices proposed would be permitted as conditional uses in the existing R-4 district; and, therefore, the reclassification to C-2 would serve only to remove the proposed development from the control of the Planning Commission. Given the problem proposed by the high concentration of medical offices in the subject neighborhood, it appeared to him to be desirable that the Commission should retain its conditional use review over additional medical office development in the area in order to protect the public interest.

President Brinton asked if the applicants would be required to wait for one year before filing a conditional use application for the proposed medical office expansion if the subject application for reclassification were to be disapproved. Mr. Steele replied in the negative.

Commissioner Porter asked if she were correct in understanding that the staff of the Department of City Planning was not opposed to the proposed medical office expansion but to a change of zone which would permit other types of commercial uses to be constructed on property which is presently zoned and developed residentially. Mr. Steele replied in the affirmative.

Commissioner Fleishhacker advised Dr. Feinstein that no assurance could be given that the Commission would definitely approve a conditional use application for expansion of the office building if it were to be filed.

After further discussion, it was moved by Commissioner Newman, seconded by Commissioner Wight, and carried unanimously that Resolution No. 6325 be adopted and that the subject application be disapproved.

ZM68.23      601 Lincoln Way and 1219-21 Seventh Avenue  
R-4 to a C-2 District.

R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property. He stated that the corner lot is occupied by a nonconforming automobile service station having an expiration date of 1985 and a parking area which was permitted as a conditional use in 1961. The second lot, adjacent to the south, is presently occupied by a two-family dwelling. If the property were reclassified, the applicant proposed to demolish the existing structure and to construct a landscaped, four-bay, three-pump island service station primarily oriented to Seventh Avenue.

Joe Brannan, real estate representative for the Shell Oil Company, stated that the subject property had been occupied continuously by a Shell station since 1922. Originally, the property was zoned for commercial use; however, it was later reclassified for residential usage. Subsequently, the property was again reclassified for commercial use in 1955 only to be changed to R-4 zoning when the new zoning ordinance was adopted in 1960. The present service station building, having been constructed 14 years ago, is obsolete

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and unattractive; and he believed that the site would do a much better volume of business if a new station could be constructed. The purpose of the new station would be to serve local residents traveling along two principle thoroughfares of the City; and most of the activities of the station would be concentrated along the Seventh Avenue frontage. Since the location would be convenient to motorists, there would be no necessity for them to add to the congestion on local streets by driving elsewhere to find service station facilities. Mr. Brannan remarked that there are fewer service stations in San Francisco now than there were ten or twenty years ago. The Shell Oil Company had retired from many of its non-strategic locations; and, therefore, the subject site was of particular importance to his firm.

Mr. Brannan described a rendering which had been prepared of the new service station facility which was proposed for the subject site. He indicated that his firm had hoped to be able to reconstruct the station on the smaller northern portion of the site which is presently devoted to service station use; however, since it had proven necessary to utilize the residentially developed lot to the south, also, the subject application had had to be filed. He stated that the building proposed for the site would be especially designed to harmonize with the area; and extensive landscaping would be installed on the site. The station, including the pump islands, would cover only 26% of the total site.

Mr. Brannan remarked that property owners sometimes object to service station proposals because they assume that service stations might devalue adjacent residential property; however, he believed that that was not a valid argument. Others might view corner service stations as a traffic hazard; however, since visibility across the parcel would be better than if the site were to be developed with a residential building, he believed that the service station would, in fact, decrease accidents. Furthermore, while service stations are sometimes regarded as fire hazards by some people, the stations are, in fact, given one of the lowest fire insurance rates of all buildings. Some concern might be expressed about the possibility that the site could be used for other less desirable commercial purposes if the requested reclassification were granted; however, he felt that it was very likely that the Shell Oil Company would be interested in selling the subject site. In any case, the Shell Oil Company would be willing to agree to any conditions which might be recommended by the Commission regarding light, signing, etc. on the site.

Mr. Brannan advised the Commission that he had contacted 49 of the 75 property owners within close proximity to the subject site. Of the 49 individuals interviewed, 38 had indicated that they approved of the requested zone change, and 11 had indicated that they were opposed to the zone change. Thus, while it had not been possible to contact 26 of the 75 property owners, it was still obvious that more than 50% of the neighbors were willing to endorse the application.

Miss Safford, 1234 Seventh Avenue, stated that she did not mind use of the subject site for a service station facility; however, she did object

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to the great amount of repair work which is being done on the site. She remarked that the repair work being done at the station has generated additional traffic; and, given the heavy traffic carried by Seventh Avenue twenty-four hours a day, she felt that additional traffic should not be encouraged.

Mr. Steele recommended that the subject application be disapproved. He stated that the staff of the Department of City Planning felt that consideration of a change of zone for the subject site at the present time was premature since a study of the Sixth and Seventh Avenues corridor is presently under way, including a review of traffic circulation and an indication of appropriate land uses for the area. Furthermore, reclassification of the property as requested would, at the present time, constitute spot zoning; and, as such, it should not be considered by the Commission.

Mr. Brannan asked how long the study of the Sixth and Seventh Avenues corridor might take. The Director replied that the study might be completed in approximately three months; however, while it was always possible that the recommendation coming from the study might favor reclassification of the subject property from R-4 to C-2, he indicated that he was not terribly optimistic about that possibility.

Mr. Brannan stated that he would be willing to have the Commission's decision on the subject application postponed until the conclusion of the Sixth and Seventh Avenues corridor study or until such time as the staff of the Department of City Planning should recommend that the matter be returned to the Commission's calendar.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Elliott, and carried unanimously that the subject application be taken under advisement indefinitely.

- R69.1 Yerba Buena Center, Low-Rent Housing Project for the elderly and  
CU69.5 316-44 Clementina Street; 314-47 Tehama Street; and 825-33 Howard Street.

Request for 276 dwelling units in two buildings in a C-3-S district.

President Brinton stated that he had received a letter from Richard E. Audsley, Vice President of the John S. Bolles Corporation, advising that the applicant had unexpectedly been called out of town and that he had requested





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postponement of hearing of these matters until the Commission's meeting of January 23, 1969.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that these matters be postponed until the meeting of January 23, 1969 at 3:00 P.M.

ZM69.3            1532-83 Shafter Avenue, 200 feet west of Keith Street  
R-1 to an R-2 district.

R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property. He stated that the application included 13 contiguous lots having an aggregate frontage of 325 feet on Shafter Avenue and a uniform depth of 100 feet. He indicated that the application had been filed to permit the owners of one of the subject lots to replace their three units with a new two-flat structure.

James O. Brown, one of the applicants, pointed out that all of the subject properties abut properties which have already been given an R-2 zoning designation. He distributed pictures of the run down property which he intended to improve if the subject application were approved and remarked that the proposed improvement would thus benefit both the owners of the property and the neighborhood.

Edwin Watkins, also an applicant, stated that another purpose of the application was to legalize existing two-dwelling use of some of the subject properties. It was his understanding that the owners of those properties would not be able to rebuild two units under the present R-1 zoning if their properties were to be destroyed.

Commissioner Porter advised Mr. Watkins that legal nonconforming uses in residential districts may be rebuilt if destroyed by fire or other catastrophies.

Mrs. Horne, 1574 Shafter Avenue, supported request for reclassification of properties in the subject neighborhood to R-2.

Reuel Brady, representing the Bret Harte Neighborhood Association, remarked that the South Bayshore Plan which had been prepared by the City Planning Commission stated that an effort would be made to retain the R-1 character of the subject neighborhood. If reclassification of the subject eight lots were to be approved, a precedent would be established; and it seemed to him that similar requests might be approved by the Commission in the future. As a result, the whole area might become an R-2 zone. Under the circumstances, he hoped that the Commission would be willing to defer action on the subject application at least until a more thorough survey of the neighborhood had been made on a lot by lot, house by house basis. At the end of that time, it might be decided that the entire length of Shafter should be changed from R-1 to R-2 zoning; and, if so, an application involving such a change could be considered

the following is a list of the names of the persons who have been elected to the office of Justice of the Peace for the year 1881.

The names of the persons who have been elected to the office of Justice of the Peace for the year 1881 are as follows:

1. *[Name]* 2. *[Name]* 3. *[Name]* 4. *[Name]* 5. *[Name]* 6. *[Name]* 7. *[Name]* 8. *[Name]* 9. *[Name]* 10. *[Name]*

The names of the persons who have been elected to the office of Justice of the Peace for the year 1881 are as follows:

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The names of the persons who have been elected to the office of Justice of the Peace for the year 1881 are as follows:



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by the Commission at that time. He realized that the delay might pose difficulty for the applicants; however, he felt that any hasty action on the part of the Commission might be detrimental to the future interests of people owning single-family homes in the neighborhood.

Mrs. Leon Hayton, 1745 Lane Street, felt that the proposed reclassification would be desirable since it would legalize some existing apartments.

The Director stated that he was reluctant to make a recommendation on the subject application at the present time since it was obvious that the proposal had not been sufficiently discussed in the neighborhood. Under the circumstances, he recommended that the matter be taken under advisement for two weeks.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that the subject application be taken under advisement until the meeting of January 23, 1969.

At this point in the proceedings, President Brinton absented himself from the meeting room. Vice President Porter assumed the chair.

CU69.2      1240 Revere Avenue, North Line, 225 feet west of Hawes Street. Request for a ten-year extension of 1970 expiration date for a nonconforming grocery store and for enlargement of the existing structure.

R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property. He stated that the property is now occupied by a grocery store which has nonconforming use status and which is subject to expiration in 1970. In filing the application, the applicant had requested extension of the 1970 termination date for the grocery store to 1980 and expansion of the store area from 1428 square feet to approximately 2400 square feet as a conditional use.

Herman S. Cummings, the applicant, stated that he felt that his store had been a convenience for residents of the neighborhood; and, if the subject application were approved, he felt that he could be even more helpful to the community.

No one was present to speak in opposition to the application.

Mr. Steele recommended that the application be approved in part and disapproved in part. He stated that nearly all of the neighborhood grocery stores which had been considered previously by the Commission because of their 1970 expiration date had been extended to 1980 since there seemed to be a certain degree of public benefit connected with their operation. In the present case, he felt that a similar public benefit would be derived from the



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continued operation of the store. He noted, however, that no public necessity had been shown for the requested expansion or enlargement of the nonconforming use grocery store; and, in fact, should there be such an expansion, a greater amount of congestion on the street due to truck unloading could not be avoided. Therefore, he recommended that that portion of the application be disapproved. If the Commission wished to approve the requested extension of the termination date to 1980, he recommended that conditions be established governing use of the store during the remainder of its legal existence.

Mr. Cummings stated that he would be willing not to enlarge the store.

After further discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Wight, and carried unanimously that Resolution No. 6326 be adopted and that the subject application be approved in part subject to the three conditions in the draft resolution.

At 4:50 P.M. Vice President Porter announced a five-minute recess. The Commission reconvened at 4:55 P.M. President Brinton returned to the meeting room and reassumed the chair.

CU69.3      Hilp Building, Northwest Corner of Battery and Jackson Street.  
Request for authorization to increase the height of an existing building to 105 feet in a 65-foot height limit area.

R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property noting that the property is located in a C-2 district in the Washington-Broadway special use district No. 2 and in the Jackson Square 65-foot special height district. The subject application had been filed because the applicant wished to add a seventh and eighth floor to his building, bringing it to a total height of about 105 feet exclusive of elevator and stairway penthouses.

Mr. Hilp, the applicant, stated that his building was originally designed for eight stories; however, only six of those stories were built. He had purchased the building in 1951; and, since that time, he had been involved in an extensive modernization project. Only within the last year had the building become completely occupied; and already some of tenants were in need of additional space which he could not provide within the present building. Therefore, he had filed the subject application. In conclusion, he summarized letters from Matthew Bender, a law book publishing company, and Paul Masson Vineyards, both tenants in the building testifying to the need for the additional space which was being requested.

No one was present to speak in favor of or in opposition to the subject application.

Mr. Steele recommended that the subject application be approved subject to four specific conditions which were included in the draft resolution which he had prepared for consideration by the Commission.



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Mr. Hilp stated that the conditions recommended by Mr. Steele were acceptable to him.

After further discussion it was moved by Commissioner Newman, seconded by Commissioner Elliott, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6327 and that the application be approved subject to the four conditions contained in the draft resolution.

CU69.4            1070-1074 Pine Street; 103C-1036 Jones Street; and 1199 California Street.  
Request for a 450-room hotel in the Nob Hill Special Use District (R-5).

R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property, emphasizing the special conditions of the Nob Hill special use district. In considering the subject application, the Commission would be required to consider, in addition to the usual criteria for a conditional use, (1) the relationship of the use to the unique character of the Nob Hill special use district; (2) the preservation of existing open spaces; (3) the siting of building so as to maximize in so far as practical the view potential of other properties as well as their own; and (4) the adequacy of off-street parking facilities for the proposed use in the special use district. He stated that the applicants proposed to construct a hotel tower containing 28 floors of guest rooms with a restaurant at the top. Automobile parking would be provided below grade with access from a proposed setback area along California Street; and all loading and unloading of supplies would occur at the Pine Street level of the building.

William Coblenz, attorney for the applicants, displayed a model which had been prepared to depict the hotel as originally proposed and a second model which had been prepared after consultation with the staff of the Department of City Planning, noting that the second model was considerably lower in height than the first. During the course of the presentation which was to follow, he felt that the Commission would recognize that there had been a considerable amount of "give and take" between the applicants and the staff of the Department of City Planning regarding various details of the proposed structure.

John Street, representing the architectural firm of John Portman and Associates, described the revised plans which had been prepared for the proposed hotel building. He remarked that the original plans had contained too much public space above the level of California Street; and, consequently, the height of the building had been unacceptable to the staff of the Department of City Planning. Therefore, the plans had been revised to locate all public facilities on five levels below the grade of California Street. Rising above the grade of California Street would be a 28-floor tower containing 16 guest rooms per floor with a total maximum height of approximately 350 feet. At ground level, the hotel would be set back 50 feet from the California Street

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property line; and, along Jones Street, the building would be set back two feet from the sidewalk at ground level and seven feet from the sidewalk for the remaining height of the building.

Mr. Coblentz remarked that the City Planning Code requires that one parking space be provided for every eight guest rooms in hotel buildings such as the one proposed. Therefore, on the basis of the 448 rooms which were being proposed, 56 parking spaces would be required. The applicants, however, had agreed to provide 120 off-street parking spaces on the site; and, in addition, arrangements had been made for extra parking spaces in the Masonic Temple Garage.

Donald Pritzker, President of the Hyatt Corporation, stated that he intended to construct a luxury hotel which would not be designed to accommodate large-scale conventions. The hotel would, of course, contain some public space; however, the largest public room being proposed would seat no more than 400 persons. He believed that room rates for the hotel would be similar to those charged by the Mark Hopkins and the Fairmont Tower. He was particularly enthusiastic about the open court which would dominate the central core of the proposed building; and he was confident that the open court would not create acoustical problems which would affect the comfort of the guest rooms. The hotel would contain 448 units; however, since some of the units would be classified as suites, the hotel would have a total of 470 guest rooms. In conclusion, he emphasized that the proposed hotel building would cost more on a room-for-room basis than any other hotel which had yet been built in San Francisco.

Rollin Meyer, 1001 Pine Street, stated that he represented approximately 100 owners of property on Pine Street. The people whom he represented supported the subject application with one reservation — that the service entrance of the proposed facility, if located on Pine Street, be well designed and landscaped. He remarked that property owners on Pine Street had spent a great deal of money trying to upgrade their properties; and they would object to use of Pine Street for any service or loading facilities which would create traffic congestion, noise, or other public nuisances. He also hoped that property owners on Pine Street would have an opportunity to review final plans for the Pine Street frontage of the subject site before those plans were finally approved by the Commission.

President Brinton asked about the extent to which the subject site fronted on Pine Street. Mr. Steele replied that the site has a 64-foot frontage on Pine Street.

The Secretary read a letter from Alfred E. Sbarboro, 1201 California Street, supporting the subject application and indicating that he felt it would be better to have a hotel with a plaza setback than an apartment house which would be built on the street line of the subject site.

James Halley, representing the Board of Directors of the 1200 California Corporation, indicated that he was pleased that the applicants had

The first part of the report deals with the general situation of the country and the progress of the work during the year. It is followed by a detailed account of the various projects and the results achieved. The report concludes with a summary of the work done and the plans for the future.

The second part of the report contains a list of the various projects and the results achieved. It is followed by a detailed account of the various projects and the results achieved. The report concludes with a summary of the work done and the plans for the future.

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The tenth part of the report contains a list of the various projects and the results achieved. It is followed by a detailed account of the various projects and the results achieved. The report concludes with a summary of the work done and the plans for the future.

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decided to provide 120 off-street parking spaces instead of the 70 parking spaces which were originally proposed. He remarked that Nob Hill is, in effect, a city within a city, reflecting many attractive and modern aspects which should be preserved; at the same time, however, traffic flow on Nob Hill represents a medieval town. The hotel which was being proposed by the applicants would itself be a city within a city; and, if the building were to be constructed horizontally instead of vertically, the parking spaces which would be required might be even greater than those which were now being proposed by the applicants. Mr. Halley remarked that the hotel would contain 2200 square feet of public use space, in addition to rather extensive lobbies; furthermore, the hotel would contain 448 guest rooms. Some of the parking spaces which would be required would be related directly to the number of rooms which were to be constructed; however, an even greater demand for parking spaces might be created by the public use facilities to be included in the hotel. Under the circumstances, he requested that the applicants be encouraged to provide as many code-type parking spaces as feasible on the site. He also urged the Commission to include in its resolution of approval a condition specifically prohibiting the parking of automobiles in the aisles of proposed garage in the plaza setback along the California Street frontage of the site.

Mr. Halley noted that the Masonic Auditorium, located on property adjacent to the subject site, has established a setback from California Street; and he felt that the proposed hotel building should be flush with that setback and not located nearer to California Street. In conclusion, he requested the Commission to ask the applicants to explain in greater detail where and how their taxicab stand would be arranged.

Edward Siems, Secretary of the Masonic Temple, stated that his organization was neither for nor against the proposed hotel. Of course, they tended to prefer the status quo; however, the hotel would be acceptable to them so long as it would not have a detrimental affect on traffic circulation in the area. He stated that the Masonic Auditorium Garage presently has 156 maximum occupancy days per year; and he estimated that the garage would have approximately 200 maximum occupancy days by the end of 1969. Because of the demand for parking spaces in the area, rental of parking spaces on a monthly basis was no longer considered economically feasible; and, for that reason, he doubted that the operator of the garage had actually committed 30 of the spaces in the Masonic Auditorium Garage to the proposed hotel. In conclusion, Mr. Siems remarked that Mr. Steele had indicated that the proposed hotel would be set back 35 feet from California Street while the architect had indicated that there would be a 50-foot setback at that point; he asked for clarification of this point.

Mr. Steele stated that the plans which had been submitted indicated that the setback from California would be approximately 50 feet.

Robert Olsen, President of the Nob Hill Association, informed the Commission that members of his organization were favorably inclined toward the proposed hotel. However, he asked that the Commission give consideration to the



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comments and suggestions which had been offered by individuals who had spoken to them at the present hearing. He also hoped that the exterior surface of the proposed building would be white rather than some other color.

Allan B. Jacobs, Director of Planning, stated that the staff of the Department of City Planning had worked long and hard with the applicants in reviewing plans for the proposed building; and they would continue to be very much concerned with the proposed project. As a result of the staff's involvement, considerable reduction of the bulk and height of the building had been achieved. Under the circumstances, he was prepared to recommend approval of the application subject to six specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission.

President Brinton, noting that condition number 1 of the draft resolution required the provision of approximately 120 parking spaces, suggested that additional wording should be added to the condition to specify that the parking spaces should be provided in an off-street garage and not in the plaza setback along the California Street frontage. Mr. Halley suggested that the condition be further amended to stipulate that parking would not be allowed in the aisles of the garage.

The Director stated that parking in the aisles of the garage would be acceptable providing that the parking would be controlled by attendants. In this case, more than 120 cars could be accommodated in the garage.

Mr. Coblenz stated that his clients were prepared to provide 120 parking spaces in a garage beneath the level of California Street. Neither aisle spaces nor any parking spaces available in the plaza setback area would be used to meet the 120 parking space requirement.

Commissioner Fleishhacker, noting that condition number 1 of the draft resolution also specified that "at least" three off-street loading spaces should be provided on the site, suggested that a greater number of unloading spaces should be specified if the staff of the Department of City Planning deemed them to be necessary. Mr. Steele replied that the staff felt that at least three full-size unloading spaces should be provided; and he indicated that that number would be in excess of the number which would be required by the building code.

Commissioner Fleishhacker, remarking that condition number 2 of the draft resolution specified that the "tower" should be set back approximately 50 feet from the California Street property line, wondered why the word "building" had not been used instead of the word "tower". Mr. Steele replied that the portions of the building to be constructed below the grade of California Street would extend to the property lines.

Dean Bartlett, representing Grace Cathedral, remarked that taxicab lines for both the Fairmont and Mark Hopkins Hotels form along the curb lines of public streets. If similar lines were to be formed to serve the proposed hotel, curb







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spaces in front of the Masonic Auditorium or along the block to the west of the subject site would probably be used; however, it was also conceivable that curb spaces on the north side of California Street in front of Grace Cathedral might be designated for such a purpose. Under the circumstances, he wondered what public agency would be responsible for making such a decision.

The Director stated that the Police Department has the responsibility for designating taxicab zones. However, he felt that it was extremely unlikely that the curb space in front of Grace Cathedral would be designated for such a purpose, especially since taxicabs parked in that location would have to make a U-turn off California Street to reach the proposed hotel.

Mr. Meyer asked if the conditions of the draft resolution included some safeguards for property owners on Pine Street. The Director replied that condition number 6 of the draft resolution, specifying that final plans for the hotel, including plans for landscaping and signs, should be submitted to and approved by the Department of City Planning prior to the application for any building permits, would provide the staff of the Department of City Planning with means for protecting Pine Street; however, in order to make the condition more specific in that regard, he felt that it might be amended to read "Detailed plans for the hotel, including the Pine Street frontage, . . ."

Mr. Street, in answer to a question previously raised by Mr. Halley, described his preliminary thoughts as to how taxicabs might be accommodated in the plaza setback in front of the hotel. The Director stated that neither the architects nor the staff of the Department of City Planning had yet focused much attention on the accommodation of taxicabs; however, he believed that any problems in that regard could be worked out through further consultation with the applicants.

Mrs. Briccia, owner of property on the northeast corner of Pine and Jones Streets, asked how close the proposed hotel would come to her property. Mr. Street replied that an alley separated the two properties; therefore, there would be a distance of approximately 15 feet between the two buildings.

Mr. Coblenz stated that the conditions contained in the draft resolution, as modified, would be acceptable to his clients.

After further discussion it was moved by Commissioner Porter and seconded by Commissioner Newman that the application be approved subject to the conditions contained in the draft resolution as modified.

Commissioner Fleishhacker asked about the speed of the revolving restaurant which was proposed for the top of the hotel tower. Mr. Street replied that the speed of the revolving restaurant would be adjustable. However, the mechanism would probably be set at a speed of one revolution per hour.



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When the question was called the Commission voted unanimously to adopt Resolution No. 6328 and to approve the application subject to the conditions contained in the draft resolution as modified.

The meeting was adjourned at 6:05 P.M.

Respectfully submitted,

Lynn E. Pio  
Administrative Secretary

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SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the Special Meeting held Friday, January 10, 1969.

The City Planning Commission met pursuant to notice on Friday, January 10, 1969, at 9:00 A.M. in the meeting room at 100 Larkin Street.

PRESENT: William M. Brinton, President; Mrs. Charles B. Porter, Vice President; Virgil L. Elliott, Mortimer Fleishhacker, Jr., and Walter W. Wight, members of the City Planning Commission.

ABSENT: James S. Kearney and Walter S. Newman.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director Planning-Implementation; Samuel Jung, Planner IV; Charles Kroupa, Planner III; Roland Haney, Planner III; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner.

CAPITAL IMPROVEMENT PROGRAM - Review of projects for six-year programs in Fiscal Year 1969-70 for all submitting agencies.

Allan B. Jacobs, Director of Planning, summarized the Charter provisions relating to Capital Improvement programming and reviewed the work which had been undertaken by the staff of the Department of City Planning in preparation for the present meeting.

Samuel Jung, Planner IV, reported on the total annual costs of the various projects which would be considered by the Commission as part of the proposed six-year program and commented on the ways in which the various projects would be financed.

Commissioner Porter asked if the Board of Education has the authority to submit bond issues to the electorate independently of other bond issues approved by the Board of Supervisors. Mr. Jung replied in the affirmative.

Mr. Kroupa described the projects which had been submitted by the War Memorial trustees as they appeared on pages 90 and 92 of the staff report dated January 10, 1969. He noted that two bond issues had been proposed for reconstruction of the War Memorial buildings and for construction of a new Music-Arts Building; and, until such time as those bond issues are submitted, the Capital Improvements Advisory Committee had recommended the War Memorial trustees submit annual requests of \$300,000 for reconstruction and replacement to be funded from ad valorem taxes.

Frederic Campagnoli, representing the War Memorial trustees, stated that only \$248,000 had been made available to his department from ad valorem taxes during the current Fiscal Year; under the circumstances, he wished that the Commission would recommend that \$357,000 be made available from ad valorem next year to enable the War

UNITED STATES DEPARTMENT OF AGRICULTURE  
BUREAU OF PLANT INDUSTRY

Report of the United States Department of Agriculture  
for the year 1900

The following is a list of the principal products of the United States Department of Agriculture for the year 1900:

Wheat, 1,000,000 bushels  
Corn, 2,000,000 bushels  
Oats, 1,000,000 bushels  
Barley, 500,000 bushels  
Rye, 250,000 bushels  
Sorghum, 1,000,000 bushels  
Millet, 500,000 bushels  
Buckwheat, 250,000 bushels  
Clover, 1,000,000 bushels  
Alfalfa, 500,000 bushels  
Hay, 1,000,000 tons  
Straw, 1,000,000 tons  
Wool, 1,000,000 pounds  
Hides, 1,000,000 pounds  
Tallow, 1,000,000 pounds  
Lard, 1,000,000 pounds  
Butter, 1,000,000 pounds  
Cheese, 1,000,000 pounds  
Eggs, 1,000,000 pounds  
Poultry, 1,000,000 pounds  
Swine, 1,000,000 pounds  
Cattle, 1,000,000 pounds  
Horses, 1,000,000 pounds  
Mules, 1,000,000 pounds  
Donkeys, 1,000,000 pounds  
Sheep, 1,000,000 pounds  
Goats, 1,000,000 pounds  
Pigs, 1,000,000 pounds  
Cattle, 1,000,000 pounds  
Horses, 1,000,000 pounds  
Mules, 1,000,000 pounds  
Donkeys, 1,000,000 pounds  
Sheep, 1,000,000 pounds  
Goats, 1,000,000 pounds  
Pigs, 1,000,000 pounds

For the United States Department of Agriculture

Director, Bureau of Plant Industry  
Washington, D. C.

Printed by the Government Printing Office  
Washington, D. C.

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Memorial trustees to complete the five rehabilitation projects they considered to be of highest priority. Commissioner Fleishhacker, noting that the War Memorial trustees proposed to spend \$50,000 during the next Fiscal Year for a feasibility study for the two proposed bond issues, asked if it would not be possible to postpone the feasibility study for at least one year since the bond issues would not be submitted to the electorate until November, 1971. If the feasibility study were to be deferred, the \$50,000 reserved for it could be used for other reconstruction projects during the next Fiscal Year.

Commissioner Porter asked if the War Memorial trustees had already selected a site for the new Music-Arts Building. Mr. Campagnoli replied that a site had been set aside in Western Addition project area A-2 for the proposed Music-Arts Building; therefore, the feasibility study would be directed only towards the design and cost of the proposed building and not towards site determination. He remarked that one of the biggest arguments against the previous bond issue for the Music-Arts Center had been that no feasibility studies had been undertaken; and, under the circumstances, he felt that the proposed feasibility study was extremely important.

The Director suggested that the Commission should take action as recommended by the staff of the Department of City Planning in the report and allow the Capital Improvements Advisory Committee to resolve questions of priority and amount.

After further discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Wight, and carried unanimously that the schedule of Capital Improvements, with the proposed general priority ratings for the War Memorial trustees be approved as in conformity with the Master Plan subject to the recommendations and notes in the report of the Department of City Planning dated January 10, 1969, and subject to the recommendations and notes in the interim Capital Improvement Report which will be prepared and distributed on or before January 20, 1969.

Mr. Kroupa reviewed the projects which had been submitted by the Art Commission, the City Attorney, the Department of City Planning, and the Civil Service Commission, as they appeared on pages 1 through 4 of the staff report, noting that the Civil Service Commission's Project No. 121.69.101 should be given an acceptable rating.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that the projects for these four departments be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the interim Capital Improvement Program report which will be prepared and distributed on or before January 20, 1969.

Mr. Kroupa commented on the projects which had been submitted by the Fire Department as itemized on Pages 5 through 8 of the staff report, noting that the staff of the Department of City Planning had recommended that studies should be initiated at the departmental level to investigate reuse possibilities of areas and buildings to be vacated upon completion of the fire station construction program.



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After discussion, it was moved by Commissioner Porter, seconded by Commissioner Elliott, and carried unanimously that the projects submitted by the Fire Department be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes contained in the Interim Capital Improvement Program Report which will be prepared and distributed on or before January 20, 1969.

Mr. Kroupa described the projects which had been submitted by the Municipal Court and which were indicated on page 9 of the staff report. After discussion, it was moved by Commissioner Wight, seconded by Commissioner Porter, and carried unanimously that the projects of the Municipal Court be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes contained in the Interim Capital Improvement Program Report which will be prepared and distributed on or before January 20, 1969.

Mr. Kroupa commented on the projects which had been submitted by the Police Department as they appeared on pages 10 and 11 of the staff report, noting that the staff of the Department of City Planning had recommended that inter-departmental studies be completed for developing criteria for the location of police facilities to be included in the Master Plan and, further, that studies be initiated at the staff level to investigate reuse possibilities for areas and buildings to be vacated upon completion of the proposed construction program for new police facilities.

Sergeant Ford Long, representing the Police Department, advised the Commission that his department, in conformance with the recommendation made by the staff of the Department of City Planning, was exploring the feasibility of obtaining private financing for Project 161.68.103; however, no decision had yet been rendered on this matter by the City Attorney.

Commissioner Fleishhacker, noting that the Ingleside Station may be affected by BART construction, questioned whether it would be wise to assign a "hold" rating to Project 161.69.103 for renovation of the Ingleside Station. Mr. Jung replied that Project 161.67.201 of the Police Department's schedule calls for construction of a new Ingleside Station; and he indicated that that project had been given an acceptable rating. If the new station were not to be constructed, the "hold" rating for the renovation project would be revised automatically.

After further discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Wight, and carried unanimously that the Police Department schedule of Capital Improvements, with the proposed general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes in the report of the Department of City Planning dated January 10, 1969, and subject to the recommendations and notes in the Interim Capital Improvements Report which will be prepared and distributed on or before January 20, 1969.





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Mr. Kroupa summarized the projects submitted by the Department of Social Services as they appeared on page 12 of the staff report. He also noted that the staff of the Department of City Planning had recommended that the Department of Social Services should actively consider vacating 585 Bush Street and relocating in closer proximity to other buildings owned and occupied by the Department.

Mr. Ronald Born, Director of the Department of Social Services, stated that his Commission favored centralizing their facilities in the vicinity of 13th and Mission Streets and the abandonment of the office at 585 Bush Street; however, his Commission favored obtaining resources for the move from the sale of 585 Bush Street rather than from a bond issue.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Elliott, and carried unanimously that the projects for the Department of Social Services, with the proposed general priority rating, be approved as in conformity with the Master Plan subject to the recommendations and notes in the report of the Department of City Planning dated January 10, 1969, and subject to the recommendations and notes in the Interim Capital Improvement Report which will be prepared and distributed on or before January 20, 1969.

Mr. Kroupa commented on the projects which had been submitted by the Sheriff's Department and which appeared on pages 13 through 16 of the staff report.

Frank Smith, representing the Sheriff's Department, stated that his associates were most concerned about the projects relating to rehabilitation of the County Jail.

After discussion, it was moved by Commissioner Elliott, seconded by Commissioner Wight, and carried unanimously that the projects for the Sheriff's Department, with the proposed general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes in the report of the Department of City Planning dated January 10, 1969, and subject to the recommendations and notes in the Interim Capital Improvement Report which will be prepared and distributed on or before January 20, 1969.

Mr. Kroupa, referring to the projects for the Superior Court which were indicated on page 17 of the staff report, noted that the staff of the Department of City Planning had recommended a "hold" rating for each of the three projects pending final action being taken on the proposed bond issue for a new Courts Building.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker and carried unanimously that the projects for the Superior Court, with the proposed general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes in the report of the Department of City Planning dated January 10, 1969, and subject to the recommendations and notes to be contained in the Interim Capital Improvement Report which will be prepared and distributed on or before January 20, 1969.





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Mr. Kroupa described the projects which had been submitted by the Juvenile Court as they appeared on pages 19 and 20 of the staff report. He also remarked that the priority ratings originally recommended by the staff should be changed in many cases to "not applicable" to indicate that the projects would not affect the Master Plan.

Tom Kearney, business manager for the Juvenile Court, asked that the priority rating of Project 186.69.101 for the remodeling of the ground floor and second floor of the Administration Building of the Youth Guidance Center be changed from "hold" to "essential." He remarked that that particular project would become extremely important if the bond issue for new construction or complete remodeling of the Youth Guidance Center should fail in the June, 1970 election. Mr. Jung replied that the priority rating of the project in question would be changed automatically to "essential" if the bond issue for the other projects should fail.

After further discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Wight, and carried unanimously that the projects for the Juvenile Court, with the proposed general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes in the report of the Department of City Planning dated January 10, 1969, and subject to the recommendations and notes in the Interim Capital Improvement Report which will be prepared and distributed on or before January 20, 1969.

Mr. Kroupa reviewed the projects which had been submitted by the Academy of Sciences as indicated on pages 20 and 21 of the staff report.

At this point in the proceedings, President Brinton absented himself from the meeting room. Vice President Porter assumed the chair.

Commissioner Fleishhacker, noting that additional construction was being proposed by the Academy of Sciences, asked if it would be appropriate for the City Planning Commission to prepare a Master Plan for the future development of Golden Gate Park to protect the park against undue congestion. Mr. Jung replied that one of the new projects which had been submitted by the Recreation and Park Commission called for the development of such a Master Plan.

After further discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Elliott, and carried unanimously that the projects of the Academy of Sciences, with the proposed general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes to be contained in the Interim Capital Improvement Report which will be published on or before January 20, 1969.

Mr. Kroupa described the project which had been submitted by the County Clerk as indicated on page 23 of the staff report, noting that a "hold" rating had been assigned to that project pending final decisions being made regarding the future use of City Hall.

1. The first of these is the fact that the Commission has not yet received the necessary information from the Member States to enable it to carry out its task. This is due to the fact that the Member States have not yet submitted the necessary information to the Commission.

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Mr. Kroupa described the single project which had been submitted by the County Clerk as indicated on page 23 of the staff report and recommended that the priority rating of that project be changed from "hold" to "not applicable."

After discussion, it was moved by Commissioner Elliott, seconded by Commissioner Wight, and carried unanimously that the project be given a "not applicable" rating. Mr. Kroupa described the projects which had been submitted by the Department of Electricity as shown on page 24 of the staff report and recommended that the rating of each of the three projects be changed from "essential" to "not applicable." After discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Wight, and carried unanimously that all three projects be given a priority rating of "not applicable."

Mr. Kroupa commented on the six projects which had been submitted by the Real Estate Department as indicated on page 25 of the staff report.

Mr. Balzer was present to represent the Real Estate Department.

After discussion, it was moved by Commissioner Elliott, seconded by Commissioner Wight, and carried unanimously that the projects of the Real Estate Department, with the proposed general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes contained in the Interim Capital Improvement Report to be published on or before January 20, 1969.

At this point in the proceedings, President Brinton returned to the meeting room and reassumed the chair.

Mr. Kroupa described the projects which had been submitted by the Department of Finance and Records as they appeared on page 26 of the staff report.

Commissioner Elliott stated that an additional project had been submitted which was not reflected in the staff report. Mr. Jung stated that that project would be treated as a late submission.

After discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Porter and carried unanimously that the projects of the Department of Finance and Records, with the proposed general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes which will be contained in the Interim Capital Improvement Report to be published on or before January 20, 1969.

Mr. Kroupa stated that all the projects submitted by the Purchasing Department's Central Shops, appearing on pages 27 and 28 of the staff report, had been designated as "not applicable."

The following is a list of the names of the persons who have been appointed to the various positions in the Department of the Interior, and who have been assigned to the various divisions of the Department.

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Mr. Haney described the Trafficways projects which had been submitted by the Department of Public Works as they appeared on pages 59 through 89 of the staff report and called attention to various policy recommendations which were being proposed by the staff of the Department of City Planning. Mr. Haney called specific attention to the fact that the staff had indicated that Project 670.68.301 would be in conflict with the Master Plan because widening the roadway of Scott Street would alter the functional character of that street from a local residential street to a thoroughfare; and he also indicated that the staff had recommended that projects involving the acquisition of land for rights-of-way, buildings, structures, or other public improvements should be subject to further review by the City Planning Commission.

Cormack J. Brady, representing the Department of Public Works, stated that he was basically in agreement with the recommendations of the staff of the Department of City Planning.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that the Trafficways projects of the Department of Public Works, with the general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes to be contained in the Interim Capital Improvement Report which will be published on or before January 20, 1969.

At this point in the proceedings, the Director absented himself from the meeting room for the remainder of the meeting. R. Spencer Steele, Assistant Director-Implementation, acted in the Director's place for the remainder of the meeting.

Mr. Kroupa described the projects which had been submitted by the Department of Public Health and which appeared on pages 35 through 42 of the staff report. He also noted that the staff of the Department of city Planning had recommended that advance planning of physical facilities should be coordinated at the staff level between the Departments of Public Health and City Planning. The staff had also recommended that the suggested decentralized pattern for district mental health centers poses questions as to the number and territorial distribution of such facilities in a high density city of small geographical scale, such as San Francisco.

Joseph Mignola, representing the Department of Public Health, stated that representatives of his department had worked closely with the staff of the Department of City Planning; and, therefore, they were in general agreement with the recommendations which had been placed before the Commission. He also remarked that \$50,000 would be allocated for a study of the district mental health center and subcenter program.

After discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Porter, and carried unanimously that the projects submitted by the Department of Public Health, with the general priority ratings, be approved as in

The House of Representatives has passed a bill to amend the National Labor Relations Act, which would give the National Labor Relations Board the power to order the reinstatement of employees who have been discharged for reasons other than those specified in the Act. The bill also provides for the payment of back wages to such employees. The bill was passed by a vote of 342 to 100. The Senate has not yet acted on the bill.

The bill is known as the "National Labor Relations Act Amendments of 1947." It was introduced in the House by Representative Charles McNary of Oregon. The bill is now in the Senate, where it is being handled by the Labor and Human Resources Committee.

The bill is designed to strengthen the National Labor Relations Act, which was passed in 1935. The Act gives the National Labor Relations Board the power to enforce the rights of employees to organize and bargain collectively with their employers. The bill would give the Board the power to order the reinstatement of employees who have been discharged for reasons other than those specified in the Act.

The bill also provides for the payment of back wages to such employees. The bill is designed to protect the rights of employees and to ensure that employers are held accountable for their actions. The bill is expected to be passed by the House and the Senate in the near future.

The bill is a significant step in the protection of workers' rights. It would give the National Labor Relations Board the power to order the reinstatement of employees who have been discharged for reasons other than those specified in the Act. The bill also provides for the payment of back wages to such employees. The bill is designed to protect the rights of employees and to ensure that employers are held accountable for their actions.

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conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes to be contained in the Interim Capital Improvement Report which will be published on or before January 20, 1969.

Mr. Kroupa described the projects of the Palace of the Legion of Honor indicated on pages 43 and 44 of the staff report, noting that all but two of the projects had been given a "not applicable" rating.

Commissioner Fleishhacker noted that \$1,320,000 was being requested for underground expansion of exhibit and storage space for the museum; and, he questioned whether this large project could be considered more important than projects which might be needed by other museums in the City. He felt that new projects for all of the museums should be reviewed simultaneously and that priority ratings should be assigned to the projects on a relative basis only after all of the projects have been reviewed as a whole. He suggested that a "hold" rating should be assigned to Project 611.67.201 and that a policy statement should be included in the staff report to the effect that an inventory and analysis of cultural resources should be prepared and that projects involving the construction of new cultural facilities should be reviewed together before priority recommendations are assigned.

After further discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Porter, and carried unanimously that the projects for the Palace of the Legion of Honor, with the general priority ratings as amended, be approved as in conformity with the Master Plan subject to the recommendations and notes, as amended, contained in the staff report dated January 10, 1969, and subject to the recommendations and notes to be contained in the Interim Capital Improvement Report which will be prepared and distributed on or before January 20, 1969.

Mr. Kroupa described the projects which had been submitted by the de Young Museum which appeared on page 45 of the staff report.

Commissioner Wight, noting that the Commission had already adopted a policy statement to the effect that proposals for new cultural facilities should be coordinated, suggested that the priority rating of Project 621.67.201 for construction of a new east wing for the de Young Museum be changed from "essential" to "hold."

Jack R. McGregor, Director of the de Young Museum, felt that there was little possibility of having a bond issue passed for construction of a new east wing for the museum; and, under the circumstances, he felt that the only alternative would be to renovate the existing east wing. Therefore, he requested that the priority rating of Project 621.29.101 be changed from "hold" to "essential."

Commissioner Fleishhacker remarked that a bond issue for construction of a new east wing for the de Young Museum might have a better chance of passing if it were coordinated with proposals for other cultural developments and presented to the public on that basis.



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Mr. Jung recommended that the priority rating for 621.67.201 be changed from "essential" to "hold" and that the rating of Project 621.69.101 be changed from "hold" to "essential".

After further discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Porter, and carried unanimously that the projects for the de Young Museum, with the general priority ratings as revised, be approved as in conformity with the Master Plan subject to the recommendations and notes, as amended, contained in the staff report dated January 10, 1969, and subject to the recommendations and notes to be included in the Interim Capital Improvement Report to be prepared and distributed on or before January 20, 1969.

Mr. Kroupa described the projects which had been submitted by the Public Library as they appeared on page 46 of the staff report.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Elliott, and carried unanimously that the projects for the Public Library, with their general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes to be included in the Interim Capital Improvement Report which will be published and distributed on or before January 20, 1969.

Mr. Jung described the projects which had been submitted by the Recreation and Park Department and which appeared on pages 47 through 58 of the staff report, remarking that two of the projects proposed by the Recreation and Park Department had been omitted because of lack of information. He called particular attention to the policy statements which were proposed on page 51 of the report.

Frank Foehr, representing the Recreation and Park Department, stated that he was in agreement with the recommendations of the staff of the Department of City Planning.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that the projects for the Recreation and Park Department, with the general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes to be included in the Interim Capital Improvement Report which will be published and distributed on or before January 20, 1969.

At this point in the proceedings, President Brinton absented himself from the meeting room. Vice President Porter assumed the chair.

Mr. Kroupa described the projects which had been submitted by the San Francisco International Airport as they appeared on pages 93 to 98 of the staff report. He called particular attention to a policy statement on page 97 of the report indi-





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cating that the airport should consult with the Department of City Planning and other interested agencies regarding the selection of a site for a new downtown San Francisco heliport.

After discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Elliott, and carried unanimously that the projects for the airport, with the general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes to be included in the Interim Capital Improvement Report which will be published and distributed on or before January 20, 1969.

Mr. Haney described the projects which had been submitted by the Municipal Railway as indicated on pages 99 through 104 of the staff report, calling particular attention to the policy statement which appeared on page 103.

President Brinton returned to the meeting room. Commissioner Fleishhacker absented himself from the meeting room.

After discussion, it was moved by Commissioner Brinton, seconded by Commissioner Elliott, and carried unanimously that the projects of the Municipal Railway, with the general priority ratings, be approved as in conformity with the Master Plan subject to the recommendations and notes contained in the staff report date January 10, 1969, and subject to the recommendations and notes to be included in the Interim Capital Improvement Report to be prepared and distributed on or before January 20, 1969.

President Brinton reassumed the chair.

Commissioner Fleishhacker returned to the meeting room.

Mr. Kroupa described the projects submitted by the Water Department as they appeared on pages 105 through 111 of the staff report.

Commissioner Elliott, noting that Project 746.68.401 called for rehabilitation of Lake Honda Reservoir and the raising of its water level, asked if that reservoir was needed as a part of the City's water system.

Chris Medberry, representing the Water Department, replied that the reservoir is not presently part of the Water Department's operating system; and the rehabilitation project had been proposed only to allow use of Lake Honda on a stand-by basis. Under the circumstances, he had no objection to the policy statement recommended by the staff of the Department of City Planning to the effect that Lake Honda Reservoir should be maintained in its present natural condition as an urban amenity rather than rehabilitated and covered as originally proposed.

which the Government of the United States of America, through the Department of the Interior, has been authorized to acquire for the purpose of establishing a national monument to be known as the "National Monument to the Forefathers".

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After discussion, it was moved by Commissioner Elliott, seconded by Commissioner Porter, and carried unanimously that projects of the Water Department be approved as in conformity with the Master Plan, with the general priority ratings assigned, subject to the recommendations and notes contained in the staff report dated January 10, 1969, and subject to the recommendations and notes to be included in the Interim Capital Improvement Report which will be prepared and distributed on or before January 20, 1969.

Mr. Kroupa described the projects submitted by the Hetch Hetchy system as they appeared on pages 112 through 114 of the staff report. Since all of the projects would affect property located outside of the city limits of San Francisco, he recommended that all of the projects be given a rating of "not applicable."

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that a "not applicable" rating be assigned to all the projects which had been submitted by the Hetch Hetchy system.

Mr. Kroupa, noting that the projects of the Housing Authority and Parking Authority are referred to the City Planning Commission on an ad hoc basis, commented upon the summary of the general types of activities undertaken by those authorities as described on pages 115 through 118 of the staff report.

The meeting was adjourned at 11:55 a.m.

Respectfully submitted,

Lynn E. Pio  
Administrative Secretary



SAN FRANCISCO  
CITY PLANNING COMMISSION  
MINUTES AND SUMMARY OF THE REGULAR MEETING  
THURSDAY, JANUARY 16, 1969  
100 LARKIN STREET  
2:15 P.M.

PRESENT: Brinton, Elliott, Fleishhacker, Kearney, Newman, Porter, Wight

APPROVAL OF MINUTES

Minutes of the meetings of November 20 and 21, December 5 and 12, 1968, and January 2, 1969, APPROVED as Submitted. Vote: 7-0. Commissioner Brinton abstained from voting on the minutes of January 2.

1. Election of Officers

As provided in the Rules and Regulations of the Commission, "The President and Vice President shall be members of the Commission, and shall be elected at the first Regular Meeting of the Commission held after the 15th of January of each year; or at a subsequent Meeting, the date of which is fixed by the Commission at the first Regular Meeting after the 15th day of January each year." Mortimer Fleishhacker, Jr. was elected President of the City Planning Commission; James S. Kearney was elected Vice President.

2. Current Matters

Allan B. Jacobs, Director of Planning, reported that he had received a telegram from the Federal Government's Department of Housing and Urban Development advising that San Francisco's application for a \$483,750 Urban Beautification grant had been approved.

Following discussion, it was moved by Commissioner Newman, seconded by Commissioner Brinton and carried unanimously that Resolution No. 6329 authorizing the Director of Planning to prepare an application for a Grant for Historic Preservation under Section 709, Title VII, Housing Act of 1961, as amended to acquire and restore the South San Francisco Opera House and to submit the proposed application to the Board of Supervisors for approval.

The Director reported that he had attended the first meeting of the Civic Design Committee of the Art Commission which was held yesterday.



The Commission voted unanimously to adopt Resolution No. 6330 commending Mr. Brinton and Mrs. Porter for the service which they had rendered during their two year terms of office as President and Vice President of the Commission respectively.

The Director reported that Mayor Alioto had addressed a letter to the Finance and Cultural Affairs Committees of the Board of Supervisors, under date of January 15, 1969, stating that he did not believe that construction of a downtown stadium as an alternative to Candlestick Park would be feasible at this time and suggesting that the best course to be followed by the City might be to remodel Candlestick Park if negotiations could be concluded with the athletic teams involved to insulate the taxpayers from excessive tax risks.

Commissioner Newman, noting that Mayor Alioto had also stated that all future freeway construction in San Francisco should be underground, asked if any indication had been received from the State Division of Highways that such a policy might be acceptable. The Director replied in the affirmative.

The meeting was adjourned at 3:10 P.M.

Respectfully submitted,

Lynn E. Pio, Secretary

1. The first part of the document is a list of names and addresses of the members of the committee. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

2. The second part of the document is a list of the names and addresses of the members of the committee who have been elected to the office of Secretary. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

3. The third part of the document is a list of the names and addresses of the members of the committee who have been elected to the office of Treasurer. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

4. The fourth part of the document is a list of the names and addresses of the members of the committee who have been elected to the office of Chairman. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

5. The fifth part of the document is a list of the names and addresses of the members of the committee who have been elected to the office of Vice-Chairman. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

6. The sixth part of the document is a list of the names and addresses of the members of the committee who have been elected to the office of Secretary. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

7. The seventh part of the document is a list of the names and addresses of the members of the committee who have been elected to the office of Treasurer. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:



SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, January 23, 1969.

The City Planning Commission met pursuant to notice on Thursday, January 23, 1969, at 2:15 P.M. in the meeting room at 100 Larkin Street.

PRESENT: Mortimer Fleishhacker, Jr., President; James S. Kearney, Vice President; Walter S. Newman; Mrs. Charles B. Porter; and Walter W. Wight, members of the City Planning Commission.

ABSENT: William M. Brinton and Thomas J. Mellon, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director-Implementation; Phoebe H. Brown, Planner IV; Samuel Jung, Planner IV; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Scott Blakey represented the San Francisco Chronicle.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Kearney, and carried unanimously that the minutes of the meetings of December 19, 1968, and January 16, 1969, be approved with corrections being made in each case.

CURRENT MATTERS

The Director reported that the Board of Supervisors, meeting on Monday, had approved final plans for both the Hunters Point and Butchertown Redevelopment Project Areas.

The Director advised the Commission that the Planning and Development Committee of the Board of Supervisors, meeting on Tuesday, had sustained the Commission's actions on four zoning matters and on three landmark designations (The Garden Court of the Sheraton Palace Hotel and two buildings in Jackson Square). The Committee had also considered proposed amendments to the City Planning Code relating to single-family occupancy and foster care homes in R-1 districts; but it took these matters under advisement indefinitely.

The Director advised the Commission that the Urban Design Citizens Advisory Committee will meet at 100 Larkin Street at 4:00 P.M. next Wednesday afternoon.

Commissioner Kearney asked if Commissioners who were not members of the Urban Design Committee could be kept advised about staff progress on the Urban Design Study. The Director replied that all information distributed to the Urban Design Committee would be distributed to all members of the Commission.

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REFERRAL

R68.72                   Mission Street from Third Street to 180 feet westerly and 125 feet easterly, change official sidewalk widths from 15 to 12 feet on the north side and from 15 to 12.5 feet on the south side.

Samuel Jung, Planner IV, reported on this matter as follows:

"The Department of Public Works initiated this proposal to narrow the sidewalks on Mission Street for a short distance on both sides of Third Street in order to provide extra lanes at the intersection for northbound turns into Third Street which is one-way northbound. This is a modification of an earlier proposal to narrow the sidewalks from 15 to 10 feet which appeared in the January 1968 Capital Improvement Program; it was changed so that the new curbs can be installed on the top of existing sub-sidewalk basement walls and not require any change in the basements. Some of the buildings at this intersection may be rehabilitated under the Yerba Buena Center redevelopment plan.

The traffic at this intersection is congested all day long, the more so with the diversion of traffic from Market Street.

The striping has already been done to provide the extra lanes but the additional width is required because they are so narrow. The Interdepartmental Staff Committee on Traffic and Transportation has concurred with the plan. A representative of the Redevelopment Agency reports that it has no objection to the proposed sidewalk narrowing but notes that as redevelopment proceeds in the Yerba Buena Center, additional street widening will probably be required. However, the Department of Public Works feels that the proposed project is needed immediately."

President Fleishhacker suggested that the congested situation at the subject intersection might be further improved if left turn signals were to be installed on Mission Street to accommodate eastbound traffic wishing to turn north on Third Street. Mr. Jung stated that he would offer that suggestion to the Department of Public Works.

The Director recommended that the proposed project be approved as in conformity with the Master Plan.

After further discussion, it was moved by Commissioner Kearney, seconded by Commissioner Newman, and carried unanimously that the Director be authorized to report that the proposed change in official sidewalk widths on Mission Street, from



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Third Street to 180 feet westerly and 125 easterly, from 15 to 12 feet on the north side and from 15 to 12.5 feet on the south side, as shown on drawing STR-4338 change 1, is in conformity with the Master Plan.

At 2:35 P.M. President Fleishhacker announced that the meeting was recessed. The Commission then retired in Executive Session and reconvened the public meeting at 3:00 P.M. Commissioner Kearney absented himself from the meeting room for the remainder of the meeting.

ZM69.3      1532-82 Shafter Avenue, 200 feet west of Keith Street.  
R-1 to an R-2 district.  
(Under Advisement from meeting of January 9, 1969).

The Director noted that this matter had been taken under advisement from the meeting of January 9 because it was apparent at that time that the matter had not been sufficiently discussed in the subject neighborhood. During the interim, Miss Brown, a member of the staff of the Department of City Planning, had attended a night meeting with residents of the neighborhood; and, as a result of that meeting, he was prepared to offer a recommendation on the subject application.

In response to a question raised by Commissioner Newman, Miss Brown stated that only a few residents of the neighborhood had attended the evening meeting; however, various leaders of the community had indicated that they felt the request for reclassification to be reasonable. The Director stated that he had received a telegram from Reuel Brady stating that he would not be able to be present for the scheduled discussion of the subject matter.

The Director recommended that the subject application be approved. He remarked that the proposed reclassification would constitute an expansion of an existing R-2 district adjacent to the subject properties both on the north and the west; and, in addition, the R-2 district would permit low-density residential development of one and two family dwellings on the subject property in accordance with the pattern which had already been established. He submitted a draft resolution of approval for consideration by the Commission and recommended its adoption.

No one was present to speak in opposition to the Director's recommendation.

After discussion, it was moved by Commissioner Wight, seconded by Commissioner Newman, and carried unanimously that Resolution No. 6331 be adopted and that the subject application be approved.

R61.9      Yerba Buena Center, low-rent housing project for the elderly (postponed from the meeting of January 9, 1969), and

CU69.5      316-44 Clementina Street; 315-47 Tehama Street; and 825-33 Howard Street. Request for 276 dwelling units in two buildings in a C-3-S district. (Postponed from meeting of January 9, 1969).







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R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject site. He noted that the land use plan for the Yerba Buena Center Redevelopment project, which had been approved by the City Planning Commission, had designated the subject site to be used for institutional housing. In conformance with that element of the plan, the applicant, Charles Pankow, Inc., had proposed to construct 276 dwelling units on the site which would later be acquired by the housing authority for public housing for the elderly. In conclusion, he described the site plan and elevation of the project which was proposed.

Richard Audsley, representing the architectural firm of John S. Bolles and Associates, stated that there was little which he wished to add to the comments which had been made by Mr. Steele. However, he was present to answer any questions which might be raised by members of the Commission regarding the project. He also suggested that the Commission might wish to inspect a model of the proposed project which had been prepared by the Redevelopment Agency.

John Dykstra, representing the Redevelopment Agency, described the model which had been prepared of the proposed project and of existing buildings in the immediate vicinity of the subject site.

Commissioner Wight, noting that mention had been made of the possible construction of an activities building on the site at a later date, asked where that building would be located. Mr. Dykstra replied that the activities building would be located in the area which would initially serve as an entryway to the site.

President Fleishhacker asked if he were correct in understanding that the activities building would not be constructed as a part of the package proposed by the developer. Mr. Dykstra replied in the affirmative.

Subsequently, President Fleishhacker asked how the activities building would be financed if it were to be constructed at a later date. Mr. Dykstra replied that it was hoped that the activities building could be financed with Federal funds.

Commissioner Newman asked if construction of the proposed project would require relocation of present residents from the area. The Director replied that approximately 25 flats would have to be removed from the site to enable construction of the proposed building.

Commissioner Porter asked how many of the 276 dwelling units proposed would be designed for two-person occupancy. Mr. Audsley replied that 226 of the units would be designed for single-person occupancy; 50 of the units would be designed for two-person occupancy.

Commissioner Wight, noting that the proposed project would be built for "elderly" people, asked how one would define "elderly". Mr. Audsley replied that the term "elderly" meant that at least one of the occupants of each of the dwelling units would have to be 65 years of age or older.

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1. *Indica* (the "Indica" type)

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President Fleishhacker asked how many parking spaces would have to be provided for the proposed project. Mr. Steele replied that 62 parking spaces would ordinarily be required by the City Planning Code; however, the applicant had applied for and been granted a variance from that requirement so that only 30 parking spaces would have to be provided.

Dorothy Paine, representing Self-Help for the Elderly, inquired if the proposed dwelling units would include special facilities for slightly handicapped individuals, such as rails in the bathrooms, etc. Mr. Audsley replied in the affirmative, emphasizing that such items are required by the Housing Authority.

Commissioner Newman asked what provision had been made for relocation of the people who would be displaced from their present home as a result of the proposed project. M. Justin Herman, Executive Director of the Redevelopment Agency, replied that the Redevelopment Agency had prepared a relocation plan which had been accepted as satisfactory by the Board of Supervisors.

Commissioner Porter remarked that the City Planning Commission had taken a field trip to the subject site; and, at that time, it had seemed to members of the Commission that the site would be a somewhat than less desirable location for the housing project for the elderly. She asked Mr. Herman if proximity to Market Street had been a decisive factor since the housing project would more than likely accommodate single men who presently live in run-down hotels in the Mission District or if the site had been reserved for public housing merely to fulfill the Agency's obligation to provide a housing project within the South of Market Redevelopment Project Area.

Mr. Herman replied that no one had asked the Agency to provide housing within the South of Market Redevelopment Project Area. Family housing had not been considered because family amenities are being phased out within the project area; however, his agency felt that the subject site would be ideal for senior citizen housing because of its proximity to Market Street, because the site is located within a short distance of inexpensive cafes, and because a great many activities of interest to older people would be built into the project area by the Redevelopment Agency. He also noted that the site is flat instead of "hilly"; and, because the site is located in the center of the block, it enjoys some protection from the heavy traffic which travels through the area. When the Redevelopment Project Area is completed, he felt that such a site would be generally considered as a good location for public housing; however, until the project is completed, he agreed that the subject site could not be considered completely desirable for senior citizen housing.

Eneas Kane, Executive Director of the Housing Authority, stated that his agency was exceptionally pleased with the subject site; and they only wished that more similar sites could be made available to them.

Paul Thompson, general manager of Continental Pacific Hotels Inc., remarked that the hotels operated by his corporation cater to senior citizens, also. Since

The Board of Directors has received a letter from the American Medical Association dated January 10, 1934, in which it is stated that the American Medical Association has decided to oppose the proposed legislation which would amend the Federal Food and Drug Act of 1930, as amended, to require the registration of all persons who are engaged in the business of manufacturing, distributing, or selling in interstate commerce any article of food, drug, or cosmetic.

The Board of Directors has also received a letter from the American Pharmaceutical Association dated January 10, 1934, in which it is stated that the American Pharmaceutical Association has decided to oppose the proposed legislation which would amend the Federal Food and Drug Act of 1930, as amended, to require the registration of all persons who are engaged in the business of manufacturing, distributing, or selling in interstate commerce any article of food, drug, or cosmetic.

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the hotels under his supervision are not fully occupied at the present time, he felt that the competition posed by the proposed governmentally financed facility would be unfair. In response to a question raised by Commissioner Porter as to the services offered by and the rates charged by his hotels, he replied that his hotels provide room and board at rates ranging from \$110 to \$160 per month; and he indicated that all rooms in the hotels have private baths.

Commissioner Porter then inquired about the rates charged by the Housing Authority. Mr. Kane replied that the Authority charges \$50 payment for a single-person studio apartment and \$55 a month for one-bedroom units which accommodate couples. He also emphasized that single tenants of such housing projects may have an annual income of no more than \$2800 per year and that couples may have a combined annual income of no more than \$3800 per year.

Commissioner Porter stated that it seemed very doubtful that the proposed housing project would actually compete with the hotels owned by Mr. Thompson.

The Director remarked that public housing per se seemed to be the issue which was presently being debated; and he noted that while that same issue had once been the subject of general discussion, public housing is now generally accepted as being within the public interest.

Mr. Kane advised the Commission that the Housing Authority presently has a backlog of 3,000 qualified applications on file. And, under the circumstances, he believed that it was obvious that the single housing project being proposed would not saturate the market. Furthermore, he indicated that most of the Housing Authority's tenants come from dilapidated single rooms with illegal hotplates and community bathroom facilities which cost approximately \$75 a month and not from hotels such as those operated by Mr. Thompson.

The Director remarked that the basic issues presently before the Commission had, for all ~~interests~~ <sup>parts</sup> and purposes, been decided upon previously since both the City Planning Commission and the Board of Supervisors had approved the final Redevelopment Plan for the South of Market Redevelopment Project Area which indicated use of the subject site for public housing. However, in reviewing the subject site in light of the current applications, various factors had concerned the staff of the Department of City Planning; and, as a result, the following list of comments had been prepared:

- "1. While the site itself is acceptable as a site for housing, the environment could be improved.
2. The staff has discussed the general situations with the Mayor's Development Director, the Housing Authority and Redevelopment Agency as to possibilities for improving the environment for this housing both within the project area as well as the area outside of the project to the north, east and south of the housing site.

The records of each of the agents changed by at least one letter from "A" to "B". The records of each of the agents changed by at least one letter from "A" to "B".



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3. The land uses which are permitted by the C-3-S zoning classification could permit development which would be inappropriate with respect to the housing site.
4. The Redevelopment Plan might possibly be amended to increase the area devoted to housing particularly in the vicinity of the present housing site. This additional housing might well be considered either as housing or a combination of housing and commercial useage at the corner of Howard and Fourth Streets.
5. The staff feels that an investigation should be made to determine the feasibility of housing or housing and commercial development at this location and should it prove to be viable to seek an amendment to the Plan in order to make such a development possible.
6. Should such an investigation indicate that this Plan amendment should not be made then every effort should be directed to assure compatibility of the corner development with the housing in the interior location in this block."

With these comments in mind, the Director indicated that he was prepared to recommend that he be authorized to report that the proposed housing site for a project for the elderly would be in conformity with the Master Plan. In addition, he was prepared to recommend that the conditional use application for construction of approximately 280 dwelling units be approved subject to three conditions which read as follows:

- "1. Said authorization, which is contingent upon the approval of this site by the Board of Supervisors for public housing for the elderly, shall be for two residential towers, containing approximately 280 dwelling units and having a height not exceeding 120 feet exclusive of elevator penthouse, to be owned and operated by the San Francisco Housing Authority to provide housing for low income elderly persons. The development shall be in general conformity with the preliminary plan, submitted by the applicant, on file with the application, and marked "Exhibit A", except (a) as may be necessary to provide the number of parking and loading spaces required by the City Planning Code, and (b) one additional building may be added on the Howard Street parcel for a community services facility

3. The land use, which was permitted by the 1960 zoning ordinance, would permit residential use, which would be in accordance with the zoning ordinance.

4. The development of the land, which was permitted by the 1960 zoning ordinance, would be in accordance with the zoning ordinance. The development of the land, which was permitted by the 1960 zoning ordinance, would be in accordance with the zoning ordinance.

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6. The land use, which was permitted by the 1960 zoning ordinance, would be in accordance with the zoning ordinance. The development of the land, which was permitted by the 1960 zoning ordinance, would be in accordance with the zoning ordinance.

With this comment, the Board of Zoning Adjustment has recommended that the proposed rezoning of the property be approved. The Board of Zoning Adjustment has recommended that the proposed rezoning of the property be approved. The Board of Zoning Adjustment has recommended that the proposed rezoning of the property be approved.

7. The land use, which was permitted by the 1960 zoning ordinance, would be in accordance with the zoning ordinance. The development of the land, which was permitted by the 1960 zoning ordinance, would be in accordance with the zoning ordinance.

provided that a suitable Howard Street entrance to the housing project is retained and the additional building does not exceed a height of 40 feet;

2. Final building and landscaping plans shall be developed in consultation with the Department of City Planning and shall have been approved by the Department prior to the submission of any building permit application to the Central Permit Bureau for the public housing or community services center.
3. Procedures to allow the landscaping and closing to vehicular traffic of a portion of Tehama Street as shown on Exhibit A shall be commenced in sufficient time to allow the development of that street section as shown on said Exhibit prior to occupancy of this authorized housing."

In conclusion, the Director remarked that the conditions which were contained in the draft resolution were similar to those established by the Commission in all cases where conditional use applications are approved.

Mr. Audsley stated that the conditions recommended by the Director would be acceptable to the developer.

Mr. Herman read and submitted a letter which he had prepared as follows:

"With reference to the Senior Citizen Housing Site in the Yerba Buena Center Redevelopment Project Area, we understand the City Planning Commission will consider at its meeting this afternoon two resolutions. One deals with the granting of a conditional use which will permit development of 276 units of housing on the site designated for institutional housing in the Redevelopment Plan.

We understand that it is contemplated in connection with this conditional use permit that certain special requirements or conditions are proposed which will impose additional burdens upon this Agency or the proposed developer. Pursuant to the official Redevelopment Plan and the Cooperation Agreement between this Agency and the City and County of San Francisco implementing such Plan, the City has agreed that it will make such zoning changes as are necessary to conform to the land use and development provisions of the Plan.



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Accordingly, your approval of the conditional use which will permit the development in accordance with the Redevelopment Plan is recommended and solicited. However, this Agency cannot consider itself bound by the imposition of additional conditions beyond those contemplated by the Redevelopment Plan.

We shall of course be pleased to give careful consideration to any reasonable requests for development elements which are both feasible and enhance the proposed use."

President Fleishhacker asked if he were correct in understanding that Mr. Herman would not consider himself bound by Conditions 2 and 3 of the draft resolution. Mr. Herman replied in the affirmative, indicating that while he would consider those conditions with respect, he would not consider the Agency to be bound by them. He indicated, however, that he had no objection to Condition 1 of the draft resolution. He stated that he had to be concerned about the efficiency of the proposed project; and he felt that the time had come that the agency would have to proceed independently without getting involved in "double talk" with other departments.

The Director suggested that the Commission should adopt the draft resolution and that it should then request him to obtain an opinion from the City Attorney regarding the legal issues which had been raised by Mr. Herman.

Mr. Herman indicated that he would prefer that the Commission not include Conditions 2 and 3 in its resolution. However, if those two conditions were to be included, he agreed that an opinion should be obtained from the City Attorney regarding the Redevelopment Agency's obligation to be bound by those conditions. He reemphasized that he had no objection to the first condition contained in the draft resolution.

After further discussion, it was moved by Commissioner Newman, seconded by Commissioner Porter, and carried unanimously that the Director be authorized to report that the proposed housing site for a housing project for the elderly is in conformity with the Master Plan.

Subsequently, it was moved by Commissioner Wight, seconded by Commissioner Porter, and carried unanimously that the draft resolution, as prepared by the Director of Planning, be adopted as City Planning Commission Resolution No. 6332 and that application CU69.5 be approved subject to the conditions contained in the draft resolution. The Director was also requested to obtain an opinion from the City Attorney regarding the Redevelopment Agency's legal obligation to be bound by Conditions 2 and 3 of the Resolution.







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Subsequently, the Director recommended adoption of the draft resolution which he had prepared with the following Resolves:

"THEREFORE BE IT RESOLVED, The City Planning Commission hereby requests the Redevelopment Agency to investigate the possible development of the southwest corner of Fourth and Howard Streets (Assessor's Lots 1, 72, 88, 89 and 90; Block 3733) for housing, or a housing and commercial use combination and to seek whatever changes in the Redevelopment Plan as would be necessary for such development.

BE IT FURTHER RESOLVED, That should a change in the Redevelopment Plan not be feasible, the City Planning Commission then requests that the Agency regulate the commercial development of the southwest corner of Fourth and Howard Streets in recognition of the elderly housing authorized under Resolution No. 6332 with respect to building height, spacing between commercial buildings and the authorized residential buildings, points of vehicular and pedestrian ingress and egress, and to the identity of the interior of the subject block as a residential site. In addition, the Commission urges the consideration of the provision of retail convenience stores in the vicinity of this street intersection to serve the residents of the authorized housing.

AND BE IT FURTHER RESOLVED, That the Commission hereby institutes a policy to review under its discretionary review powers all building plans for the development of adjacent properties outside of the project area to the north, west and south of the authorized housing site to secure minimization of conflict with the housing site by non-residential vehicular and pedestrian traffic."

Mr. Herman stated that he would be pleased to investigate the suggestions indicated in the draft resolution; however, as in the case of the previous resolution, he did not consider the Redevelopment Agency to be bound by any special requirements or conditions which would impose additional burdens or delay upon the Agency or the proposed developer of the subject project.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6333.

The meeting was adjourned at 3:55 P.M.

Respectfully submitted,

Lynn E. Pio  
Administrative Secretary.



SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, January 30, 1969.

The City Planning Commission met pursuant to notice on Thursday, January 30, 1969, at 1:00 p.m. at 100 Larkin Street.

PRESENT: Mortimer Fleishhacker, Jr., President; James S. Kearney, Vice President; William M. Brinton, Virgil L. Elliott, and Mrs. Charles B. Porter, members of the City Planning Commission.

ABSENT: James K. Carr and Walter S. Newman, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director of Planning-Implementation; Robert W. Passmore, Assistant Zoning Administrator; Edward Michael, Planner III; R. Bruce Anderson, Planner III; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Scott Blakey represented the San Francisco Chronicle.

1:00 p.m. - Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:00 p.m. to take a field trip to properties scheduled for consideration during the Zoning Hearing on February 6, 1969.

2:15 p.m. - 100 Larkin Street

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, distributed and commented on a memorandum which had been prepared to describe steps which the staff is proposing to take towards preparation of a housing element for the Master Plan.

The Director advised the Commission that he had been invited to a Conference on Transportation and Community Values to be held near Washington, D.C., from March 2 to 5. He indicated that the Conference would be sponsored by HUD, the United States Department of Transportation, the Federal Highway Administration - Bureau of Public Roads, and the Urban Mass Transportation. After discussion it was moved by Commissioner Brinton, seconded by Commissioner Porter, and carried unanimously that the Director be authorized to attend the Conference.

The Director presented the Commissioners with copies of the Department's Annual Report for 1967-68.



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The Director, noting that the Commission had previously requested a status report on the Urban Design Study, indicated that such a report will be made on February 6 or 13.

The Director reported that he had participated in the "Annual Executive Seminar on California Government and Urban Problems" which was held on January 29.

The Director advised the Commission that a letter had been received from the Clerk of the Board of Supervisors requesting the Commission to submit information and specific comments on the Landmarks Preservation Program. He stated that the staff of the Department of City Planning would prepare a response to that request.

The Director reported that the Streets and Transportation Committee of the Board of Supervisors, meeting the same afternoon, was scheduled to consider the following items:

A. Revised plan for proposed widening and realignment of Bosworth Street and O'Shaughnessy Boulevard.

B. Proposed resolution endorsing construction of a cross-town vehicular tunnel and improvement of approaches to Golden Gate Bridge.

C. Proposed vacation of portions of Burnett and Palo Alto Avenues.

The Director introduced Miss Jeanne Dierkes who was recently hired by the Department as a Planner II.

Commissioner Brinton, remarking that a great deal of publicity had recently been afforded a new building proposed to be constructed in the Portsmouth Corridor by the Transamerica Corporation, asked if plans for that building would be subject to review by the Commission. The Director replied in the affirmative. He noted that the Commission had originally contemplated inclusion of the Portsmouth Corridor in the C-3-G zoning district; however, after yielding to requests that the Portsmouth Corridor be included in the C-3-O district rather than the C-3-G district, the Commission had adopted Resolution No. 6112 at its regular meeting on June 29, 1967, establishing a policy of reviewing under its discretionary powers all applications for new and enlarged buildings in the Portsmouth Corridor area. Furthermore, if air-rights over Merchant Street were to be vacated or sold to the proposed developers, the proposal for vacation or sale would be referred to the City Planning Commission for a determination on its conformance with the Master Plan. Finally, since it appeared that the proposed building would have more than seven percent of its total floor area devoted to parking, a conditional use application would have to be filed by the developers under the provisions of the Zoning Ordinance.

Commissioner Brinton asked what course of appeal the developers might have if the Commission should decline to approve any aspects of the proposed project. The Director replied that disapproval of the conditional use obligation



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DIVISION OF THE PHYSICAL SCIENCES  
DEPARTMENT OF CHEMISTRY

REPORT OF THE  
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or of the street vacation would be reviewed by the Board of Supervisors; any conditions established by the Commission as a result of discretionary review proceedings could be appealed to the Board of Permit Appeals.

Commissioner Porter asked if the staff of the Department of City Planning had been in contact with the proposed developers. The Director replied that the staff had had a single preliminary discussion with the developers several months ago; however, since that time, no further information had been made available to the staff.

After further discussion, it was moved by Commissioner Brinton, seconded by Commissioner Porter, and carried unanimously that President Fleishhacker be directed to send a letter to the Transamerica Corporation advising that the new building proposed to be constructed in the Portsmouth Corridor by that firm would be subject to discretionary review by the Commission under the policy established by Resolution No. 6112, which was adopted June 29, 1967, and urging the developers to meet with the staff of the Department of City Planning at an early date to discuss plans which may be prepared for the building.

At 2:50 p.m. President Fleishhacker announced that the meeting was recessed. Members of the Commission then proceeded to Room 282, City Hall, and reconvened at 3:00 p.m. for hearing of the remainder of the agenda.

3:00 p.m. - Room 282, City Hall

#### PUBLIC MEETING ON NORTHERN WATERFRONT PLAN

President Fleishhacker welcomed the audience and announced that further public meetings on the Northern Waterfront Plan had been scheduled for February 13 and 27, at 3:00 p.m. in Room 282, City Hall.

R. Spencer Steele, Assistant Director of Planning-Implementation, presented a photographic slide summary of the plan which had been prepared by the consultant firm of John S. Bolles and Associates.

Commissioner Fleishhacker asked for an indication of how the various aspects of the proposed plan might be achieved. The Director replied that the staff of the Department of City Planning would formulate recommendations for implementation of the plan after the Commission had formally approved the general principals of the consultant's proposals. It was apparent, however, that actions which could be taken by the Commission towards achievement of the plan would include adoption of new land use plans and circulation plans for the subject portion of the city as a part of the Master Plan, changes of zone and establishment of height limit districts within the project area, encouragement of capital improvement expenditures consistent with the plan, utilization of the urban renewal process, and general persuasiveness.

Commissioner Porter, noting that Mr. Steele had indicated that the consultant's trafficways plan was designed to be effective whether the existing

The first part of the paper is devoted to a general discussion of the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters  $\alpha$  and  $\beta$ . It is shown that the system has solutions for all values of the parameters  $\alpha$  and  $\beta$  if the function  $f(x)$  is continuous and has a bounded derivative.

In the second part of the paper the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters  $\alpha$  and  $\beta$  is solved. It is shown that the system has solutions for all values of the parameters  $\alpha$  and  $\beta$  if the function  $f(x)$  is continuous and has a bounded derivative.

In the third part of the paper the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters  $\alpha$  and  $\beta$  is solved. It is shown that the system has solutions for all values of the parameters  $\alpha$  and  $\beta$  if the function  $f(x)$  is continuous and has a bounded derivative.

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Embarcadero Freeway remains or is demolished, asked if there were any possibility of undertaking a study to determine what the actual cost of demolishing the freeway would be. Until such time as such a study were undertaken, she felt that no serious consideration could be given to the possibility that the freeway might be removed.

The Director agreed.

Bob Hubbard, 1331 Columbus Avenue, asked the Director to repeat the procedure which might be followed by the Commission in implementing the plan. Following the Director's recapitulation, he stated that he would defer his comments regarding a small portion of the subject area until a later meeting.

Donald Fisher asked for clarification of the dates of the future public meetings which had been scheduled on the plan. President Fleishhacker replied that the meetings would be held on February 13 and 27.

Gene Morzenti, President of the Telegraph Hill Survival Association, advised the Commission that the purpose of his organization is to assure the survival of Telegraph Hill as a residential community; and, consequently, they were also concerned about any developments proposed for the foot of the Hill. In general, they supported the plan which had been prepared by the consultants; however, on behalf of his Association, he wished to suggest to the Commission that the plan should be modified to require the two "stub ends" of the Embarcadero Freeway to be brought to ground level so that motorists traveling to Fisherman's Wharf could continue on to their destination directly instead of being deposited on Broadway where they are forced to seek alternate routes. At the present time, Sansome and Battery Streets are highly congested with traffic; and, although the plan called for conversion of those streets into a one-way pair, he believed that traffic through that corridor would become even more congested after the International Market Center has been constructed. At the present time, north-bound traffic deposited on Broadway has a tendency to turn onto Vallejo or Montgomery Streets causing unnecessary congestion in that steeply-graded residential area.

Commissioner Brinton remarked that the Telegraph Hill Dwellers Association had previously opposed construction of a Golden Gate Freeway as an extension of the Embarcadero Freeway. He pointed out, however, that construction of such a freeway would obviously solve the traffic problems which were of concern to Mr. Morzenti; and he asked him if he were suggesting that the Golden Gate Freeway should be considered. Mr. Morzenti replied in the negative, indicating that he was merely proposing that the two "stub ends" of the existing Embarcadero Freeway should be brought to ground level to connect with the parkway proposed in the plan.

Byron Chapman noted that the published plan gave only vague illustrative guidance with regard to urban design standards to be met in the study area and suggested that more detailed elevations should be made of the entire study area. He also asked what specific steps might be taken by the Commission to achieve the





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urban design proposals contained in the plan.

President Fleishhacker, remarking that the City Planning Commission had only just begun its formal consideration of the plan, stated that it was too early to know what urban design goal might be finally recommended or how they might be achieved.

Al Baum, representing the Bay Conservation and Development Commission, indicated that their staff and the staff of the Department of City Planning had kept each other advised as to recommendations being formulated by each for the Northern Waterfront area. Therefore, he felt that there was a significant general compatibility between the goals, objectives, and principals of BCDC's San Francisco Bay Plan and the Northern Waterfront Plan which was presently being considered. Both the uses and the aesthetic treatment proposed for the area were similar in each case; and both reports placed great emphasis on activities and amenities which would bring people to the Waterfront. He read the recommendations which had been made by the Bay Conservation and Development Commission for the subject portion of San Francisco's Waterfront; and he remarked that he was confident that his Commission would be able to endorse any development of the Northern Waterfront area which would be proposed in general conformity with the plan which had been prepared by the firm of John S. Bolles and Associates.

George Twitchell, 1333 Columbus Avenue, commented on the fact that figures contained in the Northern Waterfront Plan report seemed to indicate that construction of the proposed Columbus Circle Garage would cost \$7,800 per space while the proposed Taylor Street Garage construction would cost only \$5,600 per space; and he remarked that the difference in cost of the two facilities was significant. Mr. Twitchell also suggested that rehabilitation of Pier 45 for parking might be a better solution than either of the ones proposed in the report since the cost per parking space would be considerably less.

The Director indicated that most of the parking spaces at the Columbus Circle facility would be underground while those at the Taylor Street facility would be overhead; and he believed that the difference in cost for the two facilities could be explained by that fact. He stated that use of Pier 45 for parking had been considered; however, one of the basic concepts of the plan was that major traffic should be kept out of the congested Fisherman's Wharf area. Therefore, the consultants had proposed that parking facilities should be provided along the perimeter of the area.

Mr. Twitchell suggested the use of part of the present Galileo High School site for parking might be desirable. He also indicated that he had recently read that it is a generally accepted standard that fifteen acres of open park space should be provided per one thousand people in urban areas. The present ratio in San Francisco and the study area seemed to be three acres of public open space for every one thousand people; and it was difficult for him to determine from the consultant's report how much additional park space would be added in the study area if the plan were achieved as proposed. However, it seemed that only three or four acres of new public open space was indicated in the plan; and, if that were true, he regarded it as a very small amount.

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The Director acknowledged that provision of fifteen acres of open space for every one thousand people is increasingly being used as a standard by planners. A few years ago, however, the standard being used was ten acres of open space for every one thousand people; and, to his knowledge, no major city had even met that standard. In any case, he remarked that many other factors had to be considered in the formulation of recommendations for additional open space.

President Fleishhacker asked if it were true that the proposed plan would provide only three additional acres of public open space in the subject area.

Barry Wasserman, representing the firm of John S. Bolles and Associates, stated that the existing generalized land use chart on page 37 of the report indicated that approximately 74 acres of the study area are presently devoted to public open space; a chart of proposed land uses on page 43 of the report indicated approximately 193 acres of public open space upon achievement of the plan. Therefore, development of the area in conformity with the plan would provide approximately 120 additional acres of public open space.

John Harmon remarked that much of the "public open space" indicated in the plan would be located beneath freeways and overpasses; and, as far as he was able to determine, only one or two small parcels of real open space would be provided by the plan along the Waterfront. He noted that one of the stated objectives of the plan was to provide a system of public open spaces and recreation areas; but he felt that that objective had not been achieved in the plan. Under the circumstances, he predicted that one of the major public objections to the plan would be its failure to propose sufficient public open space in the subject area.

Barry Weisberg of 2006 Channing Way, Berkeley, felt that the report should have offered concrete alternatives for the disposal of the Embarcadero Freeway; and he urged that the plan not be adopted by the Commission until that issue had been explored thoroughly. Also, while one of the stated objectives of the plan was to improve and protect visual access to the Bay, construction of buildings such as the Bank of America and the Transamerica skyscrapers, although located outside of the study area, would seem to interfere with views of the Bay. Under the circumstances, he wondered if the Northern Waterfront Plan had recognized that problem and taken it into account.

Mr. Weisberg remarked that adoption of the Northern Waterfront Plan could vastly alter the character of San Francisco; and, for that reason, he felt that the general public should be given every opportunity to voice their opinions on the plan. To that end, he suggested that a series of television programs should be scheduled to explain the plan to the public.

Mr. Weisberg remarked that a large amount of public revenue would be needed to implement a plan of the magnitude of the one proposed; and he noted that the City is already having difficulty finding sufficient revenues to meet many of its present needs. Under the circumstances, he suggested that it might be desirable to allocate some of the land within the Northern Waterfront study area for the purpose of meeting some of the City's present needs such as provision of housing for minority groups, provision of additional school playgrounds, etc.





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Commissioner Kearney stated that the Port, whether controlled by the State or by the City, will have to move its operations southward to meet the needs of the shipping industry; however, in order to finance that southward expansion, funds would have to be obtained from the development of Port-owned lands located north of the Ferry Building.

Barney Gould, 19 Clarendon Avenue, spoke highly of the plan and remarked that its objective of making a show place of the Northern Waterfront would harmonize with a proposal which he had previously fostered to the effect that a World's Fair should be held in San Francisco with the entire city serving as the fairgrounds. With the plan having been completed, and with the Port Authority being transferred to City control, he expected that there would soon be a "grand scramble" for the choice properties in the Northern Waterfront area. As far as parks and open space were concerned, he noted that Fort Mason itself may be released for park purposes; and, if that were to happen, park space might not be needed within the study area. Furthermore, if the Polar Ice Cap should melt, the Sea Wall might have to be raised. Under the circumstances, it was obvious that the plan should be subject to amendment. In this regard, he felt that the plan should be amended to provide additional berthing space for old vessels such as the Balcutha at the Hyde Street Pier. He also noted that a great deal of commercial activity was being proposed for the Fisherman's Wharf area; and, since a city with a population of only 700,000 could scarcely be expected to support many new restaurants in the area, he thought that particular concern should be given to the types of commercial activities which might be appropriate for that area. At the same time, he felt that any commercial development of the area should be avoided which might have a detrimental affect on the commercial vitality of the core of the City.

President Fleishhacker informed Mr. Gould that an economic analysis of the proposed plan had been made by the consultant firm of Arthur D. Little, Inc.

Robert Katz, 2 Whiting Street, stated that he, also, was concerned about the question of whether sufficient new public open space had been proposed in the plan; and he hoped that the staff of the Department of City Planning would be able to describe the proposed open spaces in greater detail at a later meeting.

Mr. Hubbard asked what is currently being done to halt construction of buildings which would not be in accordance with the proposed plan. The Director replied that such proposals might come either to the Department of City Planning or to the Port Authority; and, in either case, the proposals are discussed by the two agencies. During such discussions, the development proposals are reviewed in terms of their general conformity to the proposed plans for the area and in terms of their compatibility with policies which have already been established. On the basis of those criteria, judgments are made and developers are persuaded to modify their plans accordingly. He felt that it should be clearly understood, however, that it is not possible to defer proposed construction projects indefinitely if they conform to existing zoning even though they might not be completely compatible with the proposed plan.



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1. The first part of the report deals with the general situation of the country and the progress of the work during the year.

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Mr. Hubbard asked what specific steps had been taken by the staff of the Department of City Planning with regard to the proposed Holiday Motel and the proposed open parking lot to be located south of The Cannery. The Director replied that he had done everything possible to try to forestall construction of the Holiday Motel, including making suggestions to the developers of alternate proposals; however, he understood that a building permit had already been issued for the project. The open parking lot use proposed for the property south of The Cannery seemed to him to be totally consistent with the proposed plan.

Mr. Hubbard asked if development of the property south of The Cannery as an open parking lot would change the recommendation contained in the plan that an underground parking structure could be constructed at the Columbus Circle. The Director replied that he could not answer that question at the present time.

The Secretary called attention to letters from Lloyd A. Pfleuger, Manager of the Downtown Association, and Michael L. Fischer, Associate Director of SPUR, indicating their interest in the proposed plan and stating that they wish to address the Commission on the subject at a later meeting.

President Fleishhacker advised the audience that the staff of the Department of City Planning would be willing to respond in detail to any questions which might be raised regarding the plan; however, he suggested that the work of the Department would be greatly facilitated if interested individuals would be willing to put their questions or comments in writing as soon as possible.

Mr. Wasserman stated that he and his associates would continue to work closely with the staff of the Department of City Planning in answering questions which might be raised by the public; and he agreed that it would be helpful if all of those questions or comments could be received in writing.

President Fleishhacker, noting that the economics of the proposed plan had been questioned during the present hearing, asked if the consultants could be prepared to comment on those questions at a later meeting.

Dr. Cyril C. Herrmann, Vice President of Arthur D. Little, Inc., stated that his firm would be willing to respond to detailed questions in writing to the Commission. He stated that his firm had made a more general economic study of the study area than is usually the case when economic studies of projects are undertaken for private investors; however, he felt that more detailed studies should be undertaken of individual projects proposed for the study area by potential private investors. Nevertheless, in working both for the Port Authority and for the City over a period of years, Arthur D. Little, Inc., had gathered a great deal of data which had been used in support of the development plan proposed by John S. Bolles and Associates.

Since no further questions were raised by members of the audience, the meeting was adjourned at 4:45 p.m.

Respectfully submitted,

Lynn E. Pio  
Secretary



SECRETARY'S COPY

SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting of February 6, 1969.

The City Planning Commission met pursuant to notice on Thursday, February 6, 1969, at 2:15 P.M. in Room 282, City Hall.

PRESENT: Mortimer Fleishhacker, Jr. President; William M. Brinton, Virgil L. Elliott, Walter S. Newman, Mrs. Charles B. Porter, and Walter W. Wight, members of the City Planning Commission.

ABSENT: Commissioner Kearney.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation; Robert Passmore, Assistant Zoning Administrator; Samuel Jung, Planner IV; Wayne Rieke, Planner IV (Zoning); Robert Frank, Planner II; Ralph Mead, Planner IV (Zoning); and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Scott Blakey represented the San Francisco Chronicle; and Bill Dorais represented television station KQED.

2:15 P.M. - Room 282, City Hall

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that the minutes of the meeting of January 9, 1969, be approved as submitted.

CURRENT MATTERS

Commissioner Porter, noting that a letter had been received from the Clerk of the Board of Supervisors requesting the Department of City Planning to comment upon specific aspects of the Landmarks Preservation Program, suggested that the Director should address a letter to the Assessor inquiring about the effect which his present policies might have on the tax status of buildings designated as landmarks. The Director indicated that he would prepare such a letter.

At this point in the proceedings, Commissioners Brinton and Elliott arrived and assumed their chairs.

REVIEW OF LATE DEPARTMENTAL CAPITAL IMPROVEMENT PROJECT SUBMITTALS

Samuel Jung, Planner IV, described three projects which had been submitted by the Chief Administrative Officer, the Recreation and Park Department,

THE UNIVERSITY OF CHICAGO

CHICAGO, ILLINOIS

TO THE PRESIDENT OF THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO, CHICAGO, ILLINOIS  
JANUARY 10, 1900

DEAR PRESIDENT:  
I have the honor to acknowledge the receipt of your letter of the 7th inst. and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

Very respectfully,  
J. H. COOPER

Enclosed for the President are two copies of a report of the Committee on the proposed changes in the curriculum of the College of Arts and Sciences, which was presented to the Faculty at its meeting of December 15, 1899.

I am, Sir, very respectfully,  
Your obedient servant,  
J. H. COOPER

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and the Department of Public Works, and recommended that each of the three projects be approved as in conformity with the Master Plan.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that the projects be approved as in conformity with the Master Plan and that general priority ratings be assigned as recommended by the staff of the Department of City Planning in the memorandum dated February 3, 1969.

R69.2            Beaver Street between Castro Street and 15th Street: Change official sidewalk widths from 10 feet to 6 feet.

Mr. Jung reported on this matter as follows:

"Beaver Street west of Castro Street to 15th Street has a 20-foot wide roadway and two 10-foot wide sidewalks. It is predominantly built up with two-family dwellings and is in the R-2 zone except where it joins Castro Street, where it is in the R-3 zone. About two-thirds of the street is in the Buena Vista Heights FACE area; the remainder is in the proposed Duboce Triangle FACE area. Beaver Street is strictly a local service street and does not serve through traffic.

It is proposed to widen the roadway from 20 to 28 feet by narrowing the sidewalks on both sides of the street from 10 to 6 feet. Cars now park on the sidewalks, breaking the paving and leaving patches of oil. With the widened roadway cars will be able to park legally at the curb, leaving room for moving vehicles to get through.

Federal funds of \$23,600 will be available for the portion of the work in the Buena Vista FACE area, and, if federal approval is received for the Duboce Triangle FACE area, \$10,140 for that portion. Undergrounding of utilities is included.

Residents of Beaver Street attending meetings on the FACE program have requested the work."

President Fleishhacker asked if any residents of the subject neighborhood had indicated opposition to the proposed project. The Director replied in the negative, indicating that the staff of the Department of City Planning had undertaken a thorough review of the proposed project. He then recommended that the project be approved as in conformity with the Master Plan.

After further discussion, it was moved by Commissioner Newman, seconded by Commissioner Porter, and carried unanimously that the Director be authorized to report that the change in official sidewalk widths on Beaver Street between



Castro Street and 15th Street from 10 to 6 feet is in conformity with the Master Plan.

2:30 P.M.

CU69.6                      2224 Sacramento Street, north line, 68.75 feet east of Buchanan Street. Request for use of existing single family dwelling as offices and meetings rooms for Esalen Institute, in a R-4 District.

R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property. He indicated that the applicant proposed to use the existing single family dwelling on the site as offices, meeting rooms, and staff living quarters for the Esalen Institute. The applicant had proposed to provide six off-street parking spaces on the site. While the City Planning Code had no specific parking standards for the type of use proposed, the Planning Commission could require whatever number of parking spaces appeared to be appropriate. Given the types of activities proposed for the building, it appeared to the staff of the Department of City Planning that the number of parking spaces proposed by the applicant would fulfill the intent and purposes of the City Planning Code.

Michael Murphy, President of the Esalen Institute, stated that the subject building would be used primarily for meetings and other scholarly types of uses. These meetings would not attract overflow crowds; and strict limitations would be placed on the number of people who would be allowed to participate in the meetings. Most of the meetings which are held are by nature similar to demonstrations; and individuals attending the meetings would, by and large, be professionals. The building would also be used as the administrative headquarters of the Esalen Institute since offices in San Francisco would be more accessible than those which are presently maintained in Big Sur.

George D. Leonard, Vice President of the Esalen Institute and West Coast Managing Editor for Look Magazine, remarked that he had had a unique opportunity to observe various aspects of American life during the past fifteen years. As a result, he had concluded that people have a need for better education and for better communication with each other. In this regard, he advised the Commission that the Esalen Institute had been referred to as the most important educational institution in the world; and, by providing an opportunity for people with diverse disciplines to come together, it enhances their ability to communicate.

Commissioner Newman asked for a more specific description of the kind of activities conducted by the Esalen Institute. Mr. Leonard replied that the meetings held at the Esalen Institute are similar to seminars, involving discussions of religion and the behavioral sciences.

Phil Adams, owner of the subject property, advised the Commission that his home is one of a row of five overwhelmingly large houses located on Sacramento Street; and it is the only one of the houses which had survived strictly as a



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single family dwelling. Because of the high taxes on the property, he had put it up for sale approximately one year ago; and, since that time, most of the offers for purchase had come from builders who proposed to demolish the building and to construct a new apartment building similar to the one now located across the street. He had discussed the matter with his neighbors; and they had decided that it would be preferable if the existing house with its spacious side yards could remain instead of being replaced by an apartment building which might cover the entire site. Although he respected the Esalen Institute, he indicated that he was not prepared to speak in its behalf; nevertheless, it seemed to him that some zoning concessions should be made to preserve old buildings such as the one presently being considered. He remarked that there are few people left who would be interested in buying such large homes for single family residential purposes; and he felt that it would be desirable if such buildings could be used for organizations such as the Esalen Institute. In conclusion, he noted that several older homes are already being used successfully as headquarters for organizations such as the California Historical Society.

The Secretary read a letter from Mrs. Arthur Bloomfield, 2229 Webster Street, urging that the subject application be approved. Use of the subject property by the Esalen Institute would serve to preserve an old and distinguished San Francisco home; and she did not believe that use would be any more detrimental to the residential character of the subject neighborhood than is use of a similar building at Jackson and Laguna Streets by the California Historical Society. Since most of the meetings held by the Institute would occur in the evening, she felt that the Institute would not add to parking congestion in the area; and the presence of more people coming in and out at night would tend to make the area a little more safe.

W. H. Gilmartin, President of the Pacific Heights Neighborhood Council, stated that his organization had held a meeting to discuss the subject application. As a result, they had decided that they were opposed to the subject application principally because of the non-residential character of the use proposed and because that use would contribute to traffic congestion and parking problems in the neighborhood. He noted that the private alley, from which four of the off-street parking spaces would be provided, is extremely narrow and unlit at night. Under the circumstances, he doubted that those parking spaces would be used by people visiting the Esalen Institute; and he believed that the visitors would join others in blocking driveways or in parking at the corners.

A resident of 2241 Sacramento Street emphasized that parking is a serious problem in the subject neighborhood; and she indicated that she opens her garage door at least once a day to find that another car is blocking her driveway.

Mr. Hugh Keenan, 2201 Sacramento Street, stated that his building has four garage entrances from the street, all of which are partially blocked very often. He noted that the subject building has only two parking spaces accessible from Sacramento Street; and even if visitors to the institute were able to find their way to the parking spaces in the rear of the building, he expected that





those spaces would already have been occupied by staff members. Under the circumstances, he wondered whether thirty individuals who might visit the institute on any given evening would find places to park.

Robert Moonan, 2215 Sacramento Street, confirmed that it is very difficult to find on-street parking spaces in the subject neighborhood.

Another resident of the building located at 2241 Sacramento Street concurred with the comments made by other members of the audience with regard to parking congestion in the subject neighborhood. She also indicated that she had been involved in work similar to that of the Esalen Institute's; and, as a result, she knew how quickly such operations could grow. Especially in view of the possibility that the size of the operation might increase significantly, she doubted that the use would be an asset in the subject residential neighborhood.

Rudolph Marogg, 2245 Sacramento Street also commented on parking congestion in the subject neighborhood. He noted that a new apartment building with 128 units had recently been constructed in the neighborhood; and he remarked that many of those apartments are occupied by individuals or couples who have two or more automobiles. When he had purchased his property, no garage space was available; however, because of the unavailability of on-street parking spaces in the area, he had constructed two new parking spaces on his property. He understood that all new buildings being constructed must provide one parking space for every residential unit which they contain; and he did not feel that a tax exempt organization, such as the Esalen Institute, should also be exempted from the provisions of the zoning ordinance.

Lou Copply, resident of the subject neighborhood, objected to the subject application since it would add to the proliferation of institutional organizations in the subject neighborhood and to parking congestion in the area. He also remarked that meetings of the sort which are conducted by the Esalen Institute can become very noisy and violent since that is a part of the therapy offered; and he felt that such incidents might be very disturbing in a residential neighborhood. As Mr. Adams had indicated, taxes are quite high in the subject neighborhood; and he did not feel that it would be fair for the Esalen Institute, a tax exempt organization, to discomfort residential property owners who are continuing to contribute to the tax rolls. In interviewing prospective tenants in the past, he had been able to advise them that while the neighborhood is not an easy one in which to find a parking space, it is quiet; however, if noise were to be brought to the neighborhood by the proposed use, his prospective tenants would probably be driven away.

Commissioner Elliott asked Mr. Copply to elaborate on the type of noise which might be generated by the proposed facility. Mr. Copply replied that the noise could consist of a yell, a scream, or any other kind of vocalization; and, depending on the patient being treated, the sounds might be made by one or more people.

Peter Bercut, owner of the apartment building located at 2200 Sacramento Street, objected to the subject application on the basis of parking. He stated



that he had been required to provide one parking space for each of the 120 apartment units in his building; and he felt that the Esalen Institute, also, should be required to provide adequate parking spaces to meet the parking demand which it would generate.

A lady in the audience represented her parents who own property immediately adjacent to the subject site. She stated that her parents were opposed to the subject application because the proposed use would add to parking problems in the subject neighborhood.

Victor S. Reda, 2271 Clay Street, remarked that the private alley on the north side of the subject property would be owned only in part by the applicants; and he felt that public use of the narrow alley for access to parking spaces at the rear of the building would be ill-advised.

Commissioner Porter asked if the property owned by Mr. Reda on Clay Street is zoned R-2. Mr. Reda replied in the affirmative.

The Secretary summarized and submitted letters which had been received from Paul and Ursella Skirb, 2240 Buchanan Street, Mary C. Cornell, 2209 Clay Street, and Robert Guggenheim, 1239 Noregia Street, in opposition to the subject application. Each of the writers indicated that they objected to the introduction of a non-residential use into a residential neighborhood and remarked that the proposed use would add to the serious parking congestion problem already being faced by the neighborhood.

Mr. Steele recommended that the subject application be disapproved. He stated that the applicant had failed to demonstrate a need for such a facility in the subject neighborhood, thus failing to meet one of the requirements for a conditional use authorization. He also remarked that there would appear to be many areas in the city where the proposed use could be carried on without detrimental effect upon the adjacent neighborhood. He believed that the proposed facility would result in considerable inconvenience to the residents of the subject neighborhood, particularly as a result of the vehicular traffic which would be generated by the institute. While the parking proposed would accommodate the letter of the City Planning Code, he doubted that it would be sufficient for the activities which would be generated by the institute; and the six parking spaces which were to be located in the rear of the property would be difficult to reach because of the narrowness of the private driveway easement from which those spaces would have to be approached. Furthermore, because the subject neighborhood is already greatly concerned about the impact of the Pacific Medical Center, he felt that it would not be desirable to increase the institutional uses in the neighborhood. Therefore, he recommended adoption of a draft resolution of disapproval which he had prepared for consideration by the Commission.

Commissioner Brinton suggested that the applicants might consider the desirability of submitting a new conditional use application requesting permission





to construct a new building on the site which would be especially tailored for the office space and parking space requirements of the Esalen Institute.

Mr. Murphy, commenting on the points raised by some of the other speakers, stated that he could offer the Commission an absolute promise that no disturbing noises would be created by the Esalen Institute; noise would interfere with the program of the institute and would also place the institute on unfriendly terms with its neighbors. With regard to the question of future expansion, he informed the Commission that a decision had already been made that the institute should not grow beyond a certain definite size. In conclusion, he stated that he had not been of the opinion that the institute would significantly contribute to traffic congestion in the area; and, for that reason, he had been impressed by the intensity of feeling expressed by individuals speaking in opposition to the application.

Commissioner Porter asked if it were true that the subject property would be removed from the tax rolls if the conditional use application were approved. Mr. Murphy replied in the negative. He indicated that the property would be purchased by a friend of the Institute who would make it available to the Institute on a rental basis.

Mr. Adams felt that the audience's extended discussion of parking problems in the neighborhood had been a pure waste of time since every available curb space has been continually filled by parked automobiles since 1948. Given those circumstances, he believed that no proposed use of the subject property could make the problem worse. Furthermore, if the subject application were not approved, the site would probably be developed with an apartment building containing as many as 25 dwelling units which would certainly generate more automobile traffic than the Esalen Institute.

Charles Chess, a realtor, agreed with Mr. Adams that the Esalen Institute, while not being able to solve the neighborhood's parking problems, would certainly not add significantly to present congestion; in fact, if the application were approved, the Esalen Institute would add four parking spaces at the rear of the property which do not presently exist. While some speakers had objected to use of the private alley for access to the proposed parking spaces, he believed that the easements creating the alley had been made for the good of the neighborhood and not for the benefit of any particular individual or group. If the building presently occupying the site were to be demolished and replaced by a high-rise apartment building, a greater burden would be placed on both moving and stationary traffic in the area than if the existing building were to remain and be used by the Esalen Institute.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Newman and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6334 and that the subject application be disapproved.



CU69.9

Lebanon Presbyterian Church, 1021 Sanchez Street, east line, south of 23rd Street

Mr. Steele referred to land use and zoning maps to describe the subject property. He stated that the applicants had requested permission to use Sunday School classroom space in the subject building on weekdays for a parent-cooperative nursery school which would be operated weekday mornings from 9 A.M. to 11:30 A.M. for no more than 24 children per day. The classes would be handled by one teacher and five assisting mothers.

Donna Andrews, President of the Noe Valley Nursery School, advised the Commission that there is a great need for the type of facility proposed in the subject neighborhood; and she felt that that need had been demonstrated by the response of the neighborhood to the proposal.

President Fleishhacker asked about the ages of the children who would be attending classes in the building. Miss Andrews replied that the ages of the children would range from 2-1/2 years to 5 years.

Linda Alperstein, Community Liaison Officer for the Noe Valley Nursery school, informed the Commission that 48 families had indicated an interest in participating in the cooperative school.

No one was present to speak in opposition to the subject application.

Mr. Steele believed that use of the subject property for a nursery school would provide a benefit to parents from the surrounding neighborhood; and, given the small size of the daytime classes proposed, he felt that the use would be compatible with the residential character of the neighborhood. Therefore, he recommended approval of the application subject to a condition specifying that the nursery school classes should have an attendance of not more than 24 children at any one time and that the classes should be held only between the hours of 9:00 A.M. and 3:00 P.M. He submitted a draft resolution for consideration by the Commission and recommended its adoption.

Miss Andrews stated that she had no objection to the conditions contained in the draft resolution.

After further discussion, it was moved by Commissioner Newman, seconded by Commissioner Wight, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6335 and that the application be approved subject to the condition contained in the draft resolution.

CU69.8

998 Egbert Avenue, block bounded by Egbert and Donner Avenues, and Fitch and Earl Streets.

Request for planned unit development authorization for automobile storage and wrecking yard in an M-1 District.

RECEIVED  
JAN 10 1964  
U.S. DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

On January 9, 1964, at New York, New York, the following information was received from the New York Office of the Federal Bureau of Investigation:

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Mr. Steele referred to land use and zoning maps to describe the subject property. He stated that the Planning Code does not permit open storage of motor vehicles not in operable condition in an M-1 District. However, the Planning Code does not set definite limits on the uses which may be permitted by conditional use in any C or M District where the property is qualified for consideration as a planned unit development. He remarked that the subject property qualifies for such consideration because it is bounded on all sides by public streets; and, as a result, the existing storage yard had been authorized as a planned unit development for open storage of inoperable vehicles by the City Planning Commission on January 12, 1964. That authorization expired on January 2, 1969; and, therefore, the subject application had been filed requesting an extension of the planned unit development authorization for the automobile wrecking yard.

Graham Brown, General Manager of the Tow-car Association, emphasized that his firm has provided a public service by removing abandoned automobiles from city streets. Prior to the establishment of the subject lot, many smaller and scattered locations had had to be used by the Police Department for the storage of abandoned vehicles; however, when authorization was obtained for the subject lot, twelve smaller storage yards had been eliminated. He informed the Commission that a 12-foot high steel fence had been erected around the subject site; and the operators of the lot had partially improved the access street to the property at their own expense. Furthermore, previous conditions established by the Commission authorizing the planned unit development had required the planting of trees along the west side of the property; and those trees had been installed.

Commissioner Brinton asked about the ultimate destination of the cars on the lot. Mr. Brown replied that ten or twelve percent of the cars are eventually reclaimed. The rest of the cars are stripped and eventually sent to a steel plant for processing. Occasionally, vehicles from the lot are sold at an auction.

Commissioner Brinton asked how long automobiles are usually held on the lot before being dismantled. Mr. Brown replied that the time varies depending on the requirements of the Police Department and of the Department of Motor Vehicles; however, most vehicles are held for approximately 45 or 60 days.

Commissioner Brinton stated that he was generally opposed to any proliferation of junk yards within the city limits since it was his opinion that the land involved could be used for better purposes.

Mr. Brown remarked that most of the land around the subject property is presently vacant.

The Director stated that the subject property had been recommended for industrial use in the South Bayshore Plan.



1. The first part of the report deals with the general situation of the country and the progress of the work of the Commission. It is a summary of the work done during the last year and a half, and it is intended to give a general impression of the work of the Commission and of the progress of the work of the Commission.

2. The second part of the report deals with the work of the Commission in the field of the study of the history of the country. It is a summary of the work done during the last year and a half, and it is intended to give a general impression of the work of the Commission and of the progress of the work of the Commission.

3. The third part of the report deals with the work of the Commission in the field of the study of the history of the country. It is a summary of the work done during the last year and a half, and it is intended to give a general impression of the work of the Commission and of the progress of the work of the Commission.

4. The fourth part of the report deals with the work of the Commission in the field of the study of the history of the country. It is a summary of the work done during the last year and a half, and it is intended to give a general impression of the work of the Commission and of the progress of the work of the Commission.

5. The fifth part of the report deals with the work of the Commission in the field of the study of the history of the country. It is a summary of the work done during the last year and a half, and it is intended to give a general impression of the work of the Commission and of the progress of the work of the Commission.

Ruel Brady, representing the Joint Housing Committee and the Hunters Point Bayview Coordinating Council, stated that both of the organizations which he represented had adopted resolutions opposing the subject application. He noted that millions of dollars had been spent to construct Candlestick Park; and he felt that it was a poor advertisement for the city to have patrons of Candlestick Park looking out at junk yards. It seemed to him that the city should take a serious look at the subject neighborhood which has been referred to as a ghetto; and he felt that it was obvious that the problems of the neighborhood would not be solved if the City Planning Commission were to continue to approve applications for junk yards in the area.

Mr. Steele stated that continued use of the subject property as an automobile storage yard for a limited time would appear to be appropriate in view of the South Bayshore Plan; however, he felt that it should be noted that the requested authorization would not include disassembly, dismantling, junking, or wrecking of the automobiles stored on the lot. He recommended adoption of a draft resolution of approval containing seven conditions; and, after summarizing and commenting upon the conditions, he recommended adoption of the draft resolution.

The Director noted that a plan had been prepared by the staff of the Department of City Planning for the South Bayshore area; however, implementation of the plan had been postponed pending printing of the report and further discussion of the plan proposals in the neighborhood. Yet, during the past six months, an increasing number of requests for use changes had been filed with the Commission. Under the circumstances, he felt that the Commission, working with residents of the neighborhood, should initiate rezoning of the entire South Bayshore area in a manner consistent with the South Bayshore plan. He also suggested that the Commission should begin to designate renewal areas within the over-all project area so that the general objectives of the plan would begin to be implemented.

Mr. Brady, noting that the Board of Supervisors had approved designation of the Hunters Point-Bay View district as a Model Cities area, suggested that the Department of City Planning should work with the Model Cities staff to encourage implementation of the South Bayshore district plan.

Commissioner Porter asked if the conditional use proposal presently being considered by the Commission would be in basic conformity with the South Bayshore plan. The Director replied in the affirmative.

Commissioner Brinton, noting that condition number two of the draft resolution would limit the requested planned unit development authorization to a period of three years, asked if there were any possibility that the proposed use might interfere with the sudden realization of more desirable uses of the land as recommended by the South Bayshore plan. The Director replied that he was doubtful that circumstances in the area would change that rapidly; however, if the Commission wished to approve the subject application for only a two-year period, it would have an opportunity to reconsider the situation at an earlier time.



Mr. Brown indicated that the Tow-car Association uses adjacent property for the dismantling of automobiles; and he assured the Commission that no dismantling or wrecking of automobiles would be undertaken on the subject lot.

After further discussion, it was moved by Commissioner Porter and seconded by Commissioner Wight that the draft resolution be adopted and that the application be approved.

Commissioner Brinton moved that the second condition of the draft resolution be amended to specify that the authorization should be limited to a two-year period instead of a three-year period. This motion failed for a want of a second.

When the question was called on the main motion, the Commission voted five to one to adopt Resolution No. 6336 and to approve the application subject to the conditions contained in the draft resolution. Commissioners Elliott, Fleishhacker, Newman, Porter, and Wight voted "aye"; Commissioner Brinton voted "no".

At this point in the proceedings Commissioner Brinton absented himself from the meeting room.

CU69.10           Block bounded by Underwood and Wallace Avenues, and  
Hawes and Griffith Streets.  
Request for truck terminal facility in an M-1 District.

Mr. Steele referred to land use and zoning maps to describe the subject property, noting that the applicant's proposal had been discussed in considerable detail when the vacation of VanDyke Avenue between Hawes and Griffith Streets was considered by the Commission on September 26, 1968.

James R. Hagan, Assistant General Attorney for Consolidated Freightways, indicated that he had been advised that the staff of the Department of City Planning was prepared to recommend approval of the applications subject to certain conditions, one of which has to specify that access to the terminal by commercial vehicles should be from Third Street, Carol Avenue to Engle Street and VanDyke Avenue until a more appropriate access to the freeway system is provided. He indicated that his firm would object to such a condition. He stated that the applicants had worked closely with Mayor Alioto and other city departments to plan and coordinate the proposed project; and at no time had they ever been advised that they would not be allowed to have access to the site directly along VanDyke Avenue which is and will continue to be the main traffic artery serving the area. A great deal of money would have to be spent to construct the proposed facility which would provide training and job opportunities for residents of the Hunters Point neighborhood; yet, while his firm was more than willing to assume its share of social responsibilities, it also wished to make

THE UNIVERSITY OF CHICAGO  
DIVISION OF THE PHYSICAL SCIENCES  
DEPARTMENT OF CHEMISTRY  
CHICAGO, ILLINOIS 60637

TO THE EDITOR OF THE JOURNAL OF THE AMERICAN CHEMICAL SOCIETY  
FROM DR. J. H. GOLDSTEIN  
RE: [illegible]

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a profit for its shareholders. If trucks coming to the terminal were required to travel a circuitous route, the cost of operating the proposed facility would eventually be increased a great deal.

President Fleishhacker asked if all of the trucks used in the terminal were to come from the direction of downtown San Francisco. Mr. Hagan replied in the negative, indicating that trucks would arrive both from the north and the south.

President Fleishhacker asked what guarantee could be given that the proposed employee training program would continue indefinitely. Mr. Hagan replied that his firm did not intend to continue the program indefinitely. The program would probably last only three or four years, or until such time as a sufficient number of people had been trained to provide a permanent staff for the facility. After that point, some training would have to take place of offset any attrition of the staff selected. However, the special training program would no longer be continued.

Mr. Reuel Brady, representing the Hunters Point-Bay View coordinating Council and the Joint Housing Committee, advised the Commission that both of the organizations which he represented had adopted a resolution in opposition to the subject application. Both organizations recognized the need for more employment opportunities in the subject neighborhood; however, under present circumstances, traffic congestion seemed to be a more serious problem in the neighborhood than lack of employment. If the Hunters Point Freeway were already constructed and in operation, no objection would have been raised to the proposed use of the subject site; however, since the freeway has not been constructed, and since trucks traveling to the proposed terminal would have to use Third Street and other public streets in the neighborhood for access purposes, it was hoped that the subject application would be disapproved.

Mr. Steele recommended that the application be approved subject to five conditions. After summarizing the conditions, he recommended adoption of a draft resolution which he had prepared for consideration by the Commission.

Mr. Hagan stated that his firm had not anticipated that landscaping of the site would be required as provided in Condition No. 5 of the Draft Resolution; however, he believed that they had reached agreement with the staff of the Department of City Planning on that issue. Therefore, the only condition to which his firm had some objection was Condition No. 2 which specified that a particular route should be followed by trucks seeking access to the terminal. He stated that his firm had not previously been advised of that requirement; and, if trucks were to follow the route proposed, access to the terminal would be made more difficult. If the proposed terminal were to be located in a different zoning district, such a condition could not be established by the Commission; and, since people employed by the terminal would have to drive farther to work, traffic congestion would be increased. He emphasized that his firm was not trying to take anything from the city; rather, it was trying to



bring benefit to the community by providing employment for a disadvantaged area. He noted that Mr. Brady, who had spoken in opposition to the application during the present meeting, had previously endorsed the project; however, if the truck terminal was really not wanted by residents of the neighborhood, his firm would not wish to proceed with the proposed project.

John Tolan, Mayor Alioto's Deputy for Development, thanked the staff of the Department of City Planning for the work which they had done thus far in developing standards for the proposed facility; however, even though agreement may not have been reached on all aspects of the project, he felt that the Commission would agree that it is necessary at some point to be "piecemeal" and to get down to "brass tacks". Consolidated Freightways would train female employees in accounting in addition to the training which they would give to the truck drivers; and he believed that the community would benefit substantially from that training program. If residents of the subject neighborhood had not been as much involved in the planning for the proposed project as they might have desired, he assured them that both the South Bayshore plan and the Model Cities program would require citizen participation in the planning for all future developments in the area.

Mr. Brady agreed that the training program proposed by the applicants would be desirable; however, he believed that the truck traffic which would be generated by the proposed facility would only bring more problems to a neighborhood which already suffers from traffic problems, especially on days when ball games are held at Candlestick Park.

The Director assured Mr. Hagan that it had never been his staff's desire or practice to propose new conditions at the last minute; however, his staff had only just been advised of the neighborhood's concern about traffic problems in the area. Since he had not yet had an opportunity to discuss this matter to any extent with the applicants, he suggested that the application might be taken under advisement for one or two weeks to allow for further discussions between the staff, the applicants, and the neighborhood with regard to the access route which would be used by trucks traveling to the proposed facility.

Mr. Hagan replied that the postponement would be acceptable; however, he hoped the delay would not hinder the construction schedule for the proposed facility which had set the end of June as the target for opening of the truck terminal.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that the subject application be taken under advisement until the meeting of February 13, 1969, at 2:15 P.M.

ZT69.1

Public hearing on proposed amendment of Section 223 of the City Planning Code, and other sections as appropriate, to permit automobile washing as a

The first part of the report deals with the general situation of the country and the progress of the work during the year. It is followed by a detailed account of the various projects and the results achieved.

The second part of the report describes the work done in the various departments and the progress of the different projects. It is followed by a summary of the results achieved and the conclusions drawn from the work.

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conditional use in C-2, C-3-S, and CM districts  
and as a principal use in M-1 and M-2 districts.

President Fleishhacker observed that few people were present to discuss this application whereas many people were present to discuss the next item on the Commission's agenda. After discussion, it was moved by Commissioner Newman, seconded by Commissioner Porter, and carried unanimously that hearing of the subject matter be postponed until the Commission's meeting on March 6, 1969, at 3:00 P.M.

ZT69.2

Public hearing on proposed amendment of Section 225 of the City Planning Code, and other sections as appropriate, to permit junk yards as conditional uses in M-1 and M-2 districts.

R. Spencer Steele, Assistant Director-Implementation, reported on this matter as follows:

"The question of proper location and controls for all junk yards (or "salvage" operations) is of course much broader than that of auto wrecking yards. However, the matter of auto wrecking is pressing at the present time because of the imminent relocation of numerous wrecking yards from the Butchertown area. Consideration of auto wrecking yards separately from junk yards in general is also justified on other grounds. The broader question involves numerous salvage operations related to industries located on the same site, and therefore poses special problems not present in the case of auto wrecking yards. In addition, traffic problems not present in the case of auto wrecking yards. In addition, traffic and other considerations appear to differ somewhat between the two categories. While the amendments proposed at this time relate solely to auto wrecking yards, the broader question of junk yards will be studied by the staff, and recommendations concerning proper Planning Code treatment will be made to the Commission at a later time.

Automobile wrecking yards have in the past been the cause of complaints and dissatisfaction among certain segments of the public, and the Commission has had occasion to deal with this problem on various occasions, but never in the form of a comprehensive Code amendment. Clearly this type of use requires special consideration and treatment because of the strong possibility of adverse effects on nearby areas. It is important that the Commission be authorized to impose conditions on approval of this use to assure compatibility with the surrounding area. The staff feels that if strict controls can be imposed, auto wrecking yards may in certain instances be permitted in M-1 as well as M-2 zoning districts.



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The proposed amendment therefore would allow automobile wrecking yards as a conditional use in M-1 and M-2 districts. Approval would be limited to a maximum period of five years, but renewal could be possible through a new conditional use application (a public hearing on such renewal would not be required if the Zoning Administrator found that the circumstances had not changed). In the case of an auto wrecking operation which is completely enclosed within a building, there would be no such time limit on approval of the use. (Under existing Code provisions, auto wrecking yards are allowed as principal uses, but only in M-2 zoning districts; completely enclosed operations are also allowed as principal uses in M-1 districts.) Existing auto wrecking yards would be allowed to continue at the same location without being immediately subject to any controls; however they would be required to apply for conditional use status in order to continue beyond a five year period.

The amendment would require a sufficiently large site so that the likelihood of using street areas for storage of inoperable vehicles would be minimized, and would also require that a clear separation be provided between the wrecking yard and adjacent properties and street areas. Both of these requirements are included as a response to some of the special problems created by auto wrecking yards.

In addition to the proposed amendment itself, the staff will submit for the Commission's consideration a policy statement containing guidelines for review of individual conditional use applications. This would be considered and acted on by the Commission separately from the amendment. The policy statement would set forth the special factors and conditions to be considered in each case (which would of course be in addition to the general conditions applying to any conditional use). Among the matters to be included in the policy statement are enclosure and fencing, and the height of open storage. By using this separate set of guidelines, two advantages will be realized: The amendment itself can be greatly shortened, and a high degree of flexibility for future change can be provided, since the Commission itself could revise the guidelines whereas an ordinance change requires action by the Board of Supervisors."

Alan B. Axelrod, Attorney for the San Francisco Auto Dismantlers, advised the Commission that the organization for whom he spoke represented thirty of the forty-two automobile wreckers presently doing business in San Francisco. He stated that the organization had had a meeting last evening to discuss the



proposed planning code amendments presently being considered by the Commission; and they had agreed that adoption of the proposed amendments would put them out of business. Many of his clients realized that they would have to relocate their businesses because of redevelopment projects which have been approved for the Hunters Point and Butchertown areas; and all of the automobile wreckers recognized that they would eventually have to improve the appearance of their operations. However, circumstances have not yet been suitable for or conducive to such a change.

Mr. Axelrod emphasized that his clients perform a significant public service. As many as 6,800,000 automobiles and trucks are abandoned in the United States every year; and, if those vehicles were not removed by automobile wreckers, the cities would face a terrible problem. He informed the Commission that his clients have estimated that they pay the citizens of San Francisco possibly \$1,000,000 each year for old automobiles. Furthermore, the automobile wreckers provide jobs for many people and sell automobile parts to people who cannot afford to take their vehicles to garages for repair.

President Brinton assured Mr. Axelrod that the City Planning Commission had no intention of putting the automobile wreckers "out of business". The only matter being considered by the Commission was the question of how the City Planning Code might be amended to exert better control over automobile wrecking yard operations.

Mr. Axelrod informed the Commission that most of his clients presently pay only 1 or 1-1/2 cents per square foot for the properties which they rent; and he indicated that the automobile wreckers would have to invest a great deal more money if they were to be required to conduct their activities within closed buildings. Under the circumstances, his clients particularly objected to the wording of proposed Section 225(q) which would provide that complete enclosure within a building might be required for any automobile wrecking yard approved by the Commission and that all such applications approved would be valid for a period not to exceed five years. If an automobile dismantler were to purchase 30,000 or 40,000 square feet of land and to pay for the cost of construction of a building on his property, he would not wish to be faced with the prospect of having his permit for automobile wrecking activities revoked at the end of a five-year period.

John Bledson stated that he had worked in the Hunters Point and Butchertown areas for fifteen years; and, while he had been pleased to see proposals made which would provide better facilities and better living conditions for residents of the area, he also felt that some consideration should be given to the interests of automobile dismantlers who are poor people, also. Even though he had physical limitations, and although he would not be able to qualify for other jobs, he had been able to earn a living as an automobile dismantler and had maintained himself independently without requiring funds from the City. However, if the proposed amendments were adopted, he believed that he might be ruined financially.

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President Fleishhacker stated that the City Planning Commission's primary concern is to increase the number of jobs available in San Francisco and not to take jobs away; however, the issue presently being considered by the City Planning Commission did not involve the availability of jobs but the improvement of the appearance of automobile wrecking yards.

Both Mr. Jacobs and Mr. Steele summarized the proposed amendments which are presently before the Commission for consideration.

Commissioner Wight asked when the initial five-year authorization for wrecking yards presently in existence would commence. Mr. Steele replied that the initial five-year period would commence on the effective date of the proposed ordinance.

President Fleishhacker asked if he were correct in his understanding that existing wrecking yards would not be affected by the proposed ordinance for at least five years. The Director replied in the affirmative.

Mr. Axelrod stated that he knew of no wrecking yard in the County or in the State which has been housed within a building; and he doubted that such a project could be undertaken economically, especially for only a five-year period. He noted that even open automobile wrecking yards require a great deal of capital since at least 40,000 square feet of land is needed for such a yard and since fencing of such a yard would cost \$15,000 or \$20,000. Thus, if permits for open automobile wrecking uses were to be canceled after five years, this would be catastrophic for the operators of the lot. In any case, most of the automobile dismantlers present in the audience would not even have the benefit of a five-year extension of their present yards since they would be forced to relocate almost immediately to make way for the Butchertown redevelopment project area. Nevertheless, he thought that many of the people in the audience could offer practical suggestions as to how the appearance of automobile wrecking yards might be improved if they were given an opportunity to discuss the issue with the staff of the Department of City Planning.

President Fleishhacker asked if Mr. Axelrod agreed that something should be done to improve the appearance of automobile wrecking yards. Mr. Axelrod replied in the affirmative; however, until such time as the properties occupied by the automobiles are provided with water, utilities, paved streets, police protection, and other public services, he thought that it would be extremely difficult to improve the appearance of the lots.

Frank Rocco advised the Commission that he and other members of his industry prefer to be referred to as "dismantlers" instead of "wreckers". He believed that automobile dismantlers could not survive unless they are allowed to operate in open yards; and, therefore, he felt that the legislation being considered by the Commission would destroy the businesses of many dismantlers.

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Daniel Bullock advised the Commission that he presently pays \$175 a month for his lot; and, in spite of the cost, the street in front of the property is presently covered by two feet of water. If streets in the industrial districts could be paved, the situation would be made a lot easier for automobile dismantlers. Insofar as the proposed legislation would allow automobile wrecking yards to be located in M-1 districts, he thought that it was good; however, he saw no reason why any condition whatsoever should be attached to automobile wrecking yards located in M-2 districts. He noted that only a few sites are available in M-2 districts for automobile wrecking yards; and, for that reason, he felt that it is extremely important that such uses should be allowed in the M-1 district. If automobile dismantlers were able to acquire better sites, he felt that they would be able to police themselves better; and the Public Health Department, Police Department, and the Fire Department would no longer have so much trouble with such operations. He indicated that he would be very enthused about having his own wrecking yard located in a building in an M-1 district; but it was apparent that such expenditures would not be warranted if there were a possibility that the Commission could revoke its authorization for the use at the end of a five-year period.

Jack Dorsey, operator of Automobiles Unlimited, advised the Commission that he represented 25 automobile dismantlers who were being faced with the problem of imminent relocation as well as with problems which were posed by the legislation presently being considered by the City Planning Commission. To his knowledge, the staff of the Department of City Planning had not yet consulted any members of the Automobile Dismantling Industry to discuss the proposed legislation; and he felt that a great deal could be achieved if an opportunity were offered for such discussion.

James Loud stated that he and other automobile dismantlers wished to remain in their present location, especially since there appeared to be no other place to which they could move in San Francisco.

George Ollander objected to the five-year limitation which was to be placed on automobile wrecking yards if the proposed legislation were adopted; and he advised the Commission that the situation was complicated by the fact that 90% of the automobile wreckers operate on thirty-day leases. Thus, being faced both by thirty-day leases and by a five-year limitation imposed by the City Planning Commission, it was obvious that no one in their right mind would spend money for improvements which might be lost at any time. In order to encourage improvement in the appearance of automobile wrecking yards, he felt that the Commission should offer the dismantlers a real incentive and avoid placing a five-year limitation on the existence of such uses.

One of the previous speakers informed the Commission that he had suffered a great deal of financial loss because of fire; and he suggested that it would be of great benefit to businesses located in such areas if water could be made available to aid the Fire Department in fighting fires.





Salvador Garza stated that he, also, had been forced out of business for a six-month period because of fire; and he agreed that the automobile wreckers could do a much better job if public utilities such as water and electricity were made available to them. In summary, he felt that it was time for somebody to help the "working poor".

President Fleishhacker asked if members of the automobile dismantling industry could agree on the selection of a small group of representatives to meet with the staff of the Department of City Planning to discuss the proposed legislation. Mr. Axelrod replied that he was confident that three or four men could be selected to get together with himself and the staff of the Department of City Planning to try to resolve some of the problems which had been mentioned during the course of the present hearing.

President Fleishhacker asked if anyone in the audience objected to being represented by Mr. Axelrod and a representative group of three or four automobile dismantlers. No one responded.

A member of the audience called attention to the fact that most of the people present would be forced to relocate their businesses almost immediately by the Redevelopment Agency. One gentleman indicated that he would not be affected by the redevelopment project; however, he would have to relocate his business whenever construction of the Hunters Point Freeway is begun.

Mrs. Andrew Gallagher, representing the Southern Promotion Association, stated that her organization had tried to encourage the Department of City Planning to find a special area of the city where all of the automobile dismantlers might be located. However, since that approach had not proven feasible, she felt that it is extremely important that automobile dismantlers should be allowed to locate in M-1 districts. She pointed out, however, that it would be extremely difficult for the automobile dismantlers to find sufficient money to place their businesses within buildings as recommended by the proposed legislation.

Earl Burl, representing Earl's Auto Dismantling, asked the Commission to consider what would happen if all of the auto wreckers were forced out of business and abandoned automobiles were to be left on the city streets.

Thomas Green, 200 Keith Street, stated that his rent had recently increased three times so that he did not have sufficient capital to construct a \$7,000 fence around his lot let alone to consider constructing a building on the site. In view of the income which he derived from the automobile dismantling business, the most he could hope for would be to be able to buy a piece of property of his own at some future date.

The Director stated that the staff of the Department of City Planning would be pleased to meet with representatives of the automobile dismantling industry. He mentioned, however, that at least one member of the Board of Supervisors had



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already observed that the day may come when automobile wrecking will no longer be a permitted use within San Francisco. If the staff of the Department of City Planning had held the same opinion, they would have said so; instead, the staff had prepared legislation setting forth conditions under which such uses might be permitted to remain within the city limits. He emphasized that the City Planning Commission was in no position to provide water or other public utilities to the district in which automobile wreckers might locate; however, he felt that the Commission should assume responsibility for establishing performance standards to be met by dismantlers. Such standards would be necessary to assure that automobile wrecking yards would not be incompatible with adjacent residents or industrial communities. In conclusion, he advised the Commission that automobile dismantling activities have been housed in buildings in Whittier and in Los Angeles; however, he noted that the proposed legislation presently being considered by the Commission would not establish such a requirement as a definite criteria.

Commissioner Porter, noting that some of the people who had spoken during the present hearing had claimed that adoption of the proposed legislation would put them out of business, suggested that the Commission should be fully aware of the probable effects of the proposed ordinance before making a recommendation to the Board of Supervisors. If the matter were to be taken under advisement, both the members of the Commission and the representatives of the automobile dismantling industry could become more familiar with the proposed legislation; and it might be possible for the members of the industry to determine that they could live with some of the conditions proposed by the staff of the Department of City Planning.

President Fleishhacker stated that he would be interested in having more information about the construction costs or rental costs of the indoor automobile wrecking yards in Los Angeles and Whittier.

Rich Bendell, Supervisory Investigator for the Department of Motor Vehicles, advised the Commission that the automobile dismantlers in Whittier are located in old orange crating plants; he indicated, however, that dismantling activities as such do not take place within those buildings.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that further consideration of this matter be postponed until the meeting of April 3, 1969.

The meeting was adjourned at 5:15 P.M.

Respectfully submitted,

Lynn E. Pio  
Administrative Secretary



SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, February 13, 1969.

The City Planning Commission met pursuant to notice on Thursday, February 13, 1969, at 2:15 P.M. at 100 Larkin Street.

PRESENT: Mortimer Fleishhacker, Jr., President; James S. Kearney, Vice President; Virgil L. Elliott, Mrs. Charles B. Porter, and Walter W. Wight, members of the City Planning Commission.

ABSENT: William M. Brinton and Walter S. Newman.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director-Implementation; Richard Gamble, Planner IV; Edward Michael, Planner III; and Lynn E. Pio, Secretary.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Elliott, and carried unanimously that the minutes of the meeting of January 10, 1969, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission that the developers of the proposed Transamerica Building in response to a letter written by President Fleishhacker, had called him to make an appointment to discuss their plans for the building.

The Director informed the Commission that he will meet with representatives of the Haight-Ashbury neighborhood tomorrow.

The Director reported that the Recreation and Park Commission, meeting today, will consider the recommendations of the City Planning Commission with respect to the vacation of portions of Burnett Avenue.

The Director announced that a field trip will be scheduled at 1:00 P.M. next Thursday, February 20, to visit sites which will be the subject of Zoning applications to be considered on March 6.

The Director reported that the Board of Supervisors, at its meeting on Monday, had postponed its decision on the proposed vacation of Clay, Buchanan and Webster Streets until after the City Planning Commission has considered a conditional use application which has been filed by the Pacific Medical Center. That application, requesting modification of the Medical Center's Master Plan, will be considered on March 6.





2/13/69

CU69.10

Block bounded by Underwood and Wallace Avenues and Hawes and Griffiths Streets.

Request for a truck terminal facility in an M-1 District.  
(Under Advisement from meeting of February 6, 1969.)

The Director noted that the staff of the Department of City Planning had recommended approval of this application subject to conditions during the Commission's meeting on February 6, 1969; however, in view of the applicant's objection to one of the conditions contained in the draft resolution specifying that a particular route should be used for access to the truck terminal facility, the matter had been taken under advisement by the Commission to allow for further discussion between the applicant and the staff. He indicated that a meeting had been held on Monday, February 10, with the applicants, the staff of the Department of City Planning, and representatives of the community in attendance; and, following that meeting, he had received a letter from James R. Hagan, Assistant Attorney for Consolidated Freightways Corporation, confirming the "gentlemen's agreement" which had resulted from that meeting. As indicated in Mr. Hagan's letter, the points of agreement were as follows:

"1. Consolidated will route its trucks from its freight terminal to Third Street over Van Dyke Avenue to Ingalls Street, thence to Carroll Avenue, thence to Third Street, and return over the same route. Consolidated will continue to do so until such time as the character and usage of Van Dyke Avenue changes to commercial or arterial usage. Whenever Van Dyke Avenue becomes subject to heavy usage, especially usage by trucks, Consolidated may use Van Dyke Avenue for access to and from its freight terminal.

"2. The Planning Department will not ask for a condition to the approval of Consolidated's conditional use permit that Consolidated's vehicles follow the above described route. However, if the character and usage of Van Dyke Avenue change to commercial or arterial usage, and should truck traffic on Van Dyke Avenue be objectionable, then, or at any other time, the City may consider posting Van Dyke Avenue prohibiting its use through the residential area to all trucks, not just to Consolidated's trucks.

"3. The community agrees with this resolution of the matter and will advise the Planning Department when and if it desires to have Van Dyke Avenue posted against use by trucks."

In accordance with that agreement, the Director recommended adoption of a revised draft resolution of approval which would omit the condition specifying that a particular route should be followed by commercial vehicles seeking access to the truck terminal.

RECEIVED THE FOLLOWING FROM THE SECRETARY OF THE ARMY  
 OFFICE OF THE SECRETARY OF THE ARMY  
 WASHINGTON, D. C.

TO THE SECRETARY OF THE ARMY  
 FROM THE SECRETARY OF THE ARMY  
 WASHINGTON, D. C.

THE SECRETARY OF THE ARMY  
 HAS THE HONOR TO ACKNOWLEDGE  
 THE RECEIPT OF YOUR LETTER  
 OF THE 10TH INSTANT.

YOUR LETTER OF THE 10TH INSTANT  
 HAS BEEN RECEIVED AND  
 THE MATTER IS BEING  
 CONSIDERED.

VERY RESPECTFULLY,  
 THE SECRETARY OF THE ARMY

THE SECRETARY OF THE ARMY  
 HAS THE HONOR TO ACKNOWLEDGE  
 THE RECEIPT OF YOUR LETTER  
 OF THE 10TH INSTANT.

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Mr. Hagan informed the Commission that his firm would offer their training program on a continuing basis with a varying number of participants.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Wight, and carried unanimously that Resolution No. 6337 be adopted and that the application be approved subject to the conditions contained in the draft resolution as revised.

#### PRESENTATION OF REPORT ON BERNAL HEIGHTS PLAN

Richard Gamble, Planner IV, presented and summarized the report entitled "Bernal Heights Neighborhood Improvement Program" which is available in the files of the Department of City Planning. He also commented upon steps which had already been taken, both publicly and privately, to implement various features of the plan.

Allan B. Jacobs, Director of Planning, suggested that the report should be distributed to members of the community who would then be invited to present their comments on the report to the Commission in approximately 30 days. Subsequently, after endorsement by the City Planning Commission, the plan could be transmitted to the Board of Supervisors and the Mayor for endorsement in principal.

Jerry Prewitt, President of the Bernal Heights Neighborhood Association, stated that his organization had already voted to endorse the plan in principal; however, he would be prepared to comment in greater detail on the report at the end of the 30-day period suggested by the Director. He remarked that proposals for tot-lots and for the beautification of Mission Street had been excluded from the FACE application for one of the areas in Bernal Heights; and, unless those projects could be reinstated, the quality of the plan would be diminished. He also advised the Commission that residents of his neighborhood were concerned about the new regulations affecting the approval of low-interest loans by the Federal Government in FACE areas; and he hoped that the Commission could be of some assistance in getting those laws changed.

The Director stated that he sympathized with Mr. Prewitt on both of the issues which he had mentioned. He indicated, however, that he saw no way of getting Mission Street reinstated in the FACE application; and, unless some other means could be found for undertaking that project, he felt that it would have to remain undone.

Commissioner Porter congratulated both the staff of the Department of City Planning and residents of the neighborhood for the work which they had accomplished in preparing the Bernal Heights Neighborhood Plan.

At 2:50 P.M. President Fleishhacker announced that the meeting was recessed. Members of the Commission then proceeded to Room 282, City Hall, and reconvened at 3:00 P.M. for hearing of the remainder of the agenda. Commissioner Kearney absented himself from the remainder of the meeting.



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3:00 P.M. - Room 282, City Hall

SECOND PUBLIC HEARING ON NORTHERN WATERFRONT PLAN

President Fleishhacker welcomed the audience to this second of three public meetings on the Northern Waterfront Plan and announced that the third and final meeting would be held on February 27, 1969, at 3:00 P.M.

John Jacobs, Executive Director of the San Francisco Planning and Urban Renewal Association, stated that his organization would submit more detailed written comments on the report at a later date, possibly after the final public meeting on the matter on February 27. However, he was prepared to make some general comments on the plan at the present time. It seemed to him that the plan, as proposed, represented a minimal framework for future development; and he felt that development in the area should be guided to provide more open space, particularly at the waterfront. Once the plan had been modified and approved by the Commission, however, he hoped that all appropriate public agencies would be involved in the implementation of the plan. For the time being, however, he felt that the Commission should consider ways in which the overall public benefit to be derived from the plan could be expanded in terms of more public areas, greater accessibility to the waterfront, and protection of a greater number of view corridors. He also suggested that a longer range transportation policy should be developed before the plan is finally approved by the Commission.

The Director asked if the demand for provision of additional public open space would be satisfied if private developers were to undertake developments which would provide new open spaces which, while privately owned, would be totally available to the public. Mr. Jacobs replied that that would be one type of solution to the problem; availability of the open space and accessibility to the public would be of much greater importance than the actual ownership of the property.

Robert Katz, representing the Telegraph Hill dwellers, stated that his association would submit a detailed statement in writing at a later date; however, he was prepared to present a summary of the general consensus of opinion regarding the plan at the present time. The members of his association agreed with the statement of goals and objectives which was contained in the report, considering it to be well-worded and covering all necessary points. With regard to the specific recommendations contained in the report, they agreed with the proposal that functional shipping should be retained at the base of Telegraph Hill. Also, although the proposals were quite modest, they agreed with the specific recommendations being made for open spaces. Retention of the 40-foot height limit, to the extent that it was recommended in the report, was supported as well as the proposals for creation of view corridors and for retention of some historic buildings. Mr. Katz felt that the effort made by the consultants to contain in the automobile were important; and he regarded the proposal for prohibition of billboards as constructive. He indicated that there were many other details in the report with which the members of his organization agreed.



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Mr. Katz stated that the members of the Telegraph Hill dwellers were particularly concerned about the fact that there is a great deal of discrepancy between the report's statement of goals and objectives and its concrete proposals. The report proposed that Pier 35 should be continued as a passenger pier for the foreseeable future but that the passenger terminal should later be removed to China Basin. He pointed out, however, that the location of Pier 35 is most desirable for use as a passenger terminal both from the point of view of passengers and of the people living in the area; and, while use of the pier for a passenger facility might not be the most economic use of the space, he felt that the use should be continued as an amenity even if that operation should have to receive financial support from the public sector.

Mr. Katz advised the Commission that one of the major criticisms of the report was that it failed to propose sufficient open space for the study area. He had been advised by the consultants that the plan would provide only 6.23 acres of new open space; and, since nearly two-thirds of the property within the study area is publicly owned, he felt that the open space proposals were much too modest. Furthermore, a great deal of the open space which had been proposed would be located along boulevards, under freeway ramps, etc. He noted that the existing land use map of subarea 2 on page 38 of the report showed no open space along the Embarcadero whatsoever; however, the proposed land use for the subarea on page 92 showed a great deal of landscaping along the proposed Maritime Boulevard. He pointed out that the open space in question already exists; and he felt that it was misleading to show it in the proposed land use plan but not in the existing land use map. He supported the proposal to make those open spaces permanent; but he felt that they should not be referred to as "new" open spaces. In general, members of his association felt that the plan was too timid in terms of implementing its own open space objectives.

Mr. Katz felt that the proposals for height limitations contained in the report were also too timid to meet the objectives stated by the consultants; and he indicated that it was his opinion that a plan of the sort presently being considered should be extra conservative in its recommendations. He found the proposal for raising the height limits around the Ferry Building to be unwarranted while perhaps not unjustified; and he also suggested that the "sight-line" height limit proposed for the protection of Telegraph Hill should be revised if the International Market Center is not constructed as proposed. He stated that Working Paper No. 3, published by the consultants, had proposed acceptable sight-lines for the protection of Telegraph Hill; but the final report proposed sight-lines which had been established for the International Market Center. Those sight-lines might protect the views from Coit Tower; but they would not protect views from private properties on Telegraph Hill. Since it seemed that the International Market Center would not occupy any public streets or consider itself bound by standards which were to be followed if the streets were to be used, he felt that the standards recommended in the report should be changed to reflect the consultants' original thinking of the matter.

Mr. Katz stated that he was pleased to see that the plan would attempt to preserve some of the older buildings within the study area. While they regreted that



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the plan had not been able to save the Seawall Warehouse, the most historic of the older buildings, they hoped that the plan would protect what has been left of that building.

Mr. Katz advised the Commission that residents of Telegraph Hill would be opposed to the construction of a funicular running up Greenwich Street from the base of Telegraph Hill as recommended in the plan. Therefore, he suggested that that project be abandoned or that a clause be inserted in the plan to provide that the funicular will not be built without the approval of people living in the area. He also questioned the desirability of the Maritime Parkway as proposed in the plan, pointing out that it might prove to be a physical barrier separating people from the waterfront in conflict with the general objectives of the plan; and, he also indicated he was somewhat uneasy about the possibility that the parkway might eventually be transformed into a freeway. Contributing to this uneasiness was the fact that the consultants had chosen to title subarea 2 "The Maritime Parkway" whereas other areas had been designated by their most prominent characteristics.

Mr. Katz noted that the implementation of the proposed plan would depend entirely upon the private sector even though approximately two-thirds of the property within the study area is publicly owned; and, since private development eventually leads to overcrowding, lack of open space, etc., he felt that it was unfortunate that responsibility for a greater amount of the implementation could not be borne by the public sector. In conclusion, he recommended that the study be returned to the consultants with a request that the recommendations of the plan be strengthened to better achieve some of the goals and objectives cited in the beginning of the report. To this end, the Telegraph Hill dwellers would submit a written list of suggestions to the Commission.

Mrs. A. C. Maynard, 436 Avila Street, emphasized the importance of providing for greater access to the bay by relating a story about how she, as a visitor to New Orleans, had found it almost impossible to obtain a view of the Mississippi River from that city. She also observed that residents of the Marina district would be violently opposed to any resurrection of the Golden Gate Freeway Proposal.

George Twitchell asked how members of the public would be made aware of any changes which the Commission might make in the proposed plan. President Fleishhacker replied that official public hearings would be held after the staff of the Department of City Planning has completed its analysis of the consultants' report.

A representative of Bishop Hurley's office inquired if the plan had allocated any space to be used for religious purposes. The Director replied that the plan did not specifically provide for any religious activities; however, by the same token, there was nothing in the plan which would prohibit such activities at any one of a number of locations. The Director was then asked if any public land within the project area could be made available for public meeting space which could be used by a group of churches. He replied that something perhaps could be arranged.





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President Fleishhacker stated that the Commission would be interested in being further advised about the need for such space as had been mentioned by Bishop Hurley's representative.

At 3:55 P.M. the meeting was adjourned.

Respectfully submitted,

Lynn E. Pio  
Administrative Secretary

the following information is being furnished to you for your information and use only. It is not to be used for any other purpose without the express written consent of the Bureau of the Census.

Information furnished to you is confidential.

Very truly yours,

Director

SAN FRANCISCO

CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, February 20, 1969.

The City Planning Commission met pursuant to notice on Thursday, February 20, 1969 at 1:00 P.M. in the meeting room at 100 Larkin Street.

PRESENT: Mortimer Fleishhacker, Jr., President; James S. Kearney, Vice President; Virgil L. Elliott, Walter S. Newman, Mrs. Charles B. Porter, and Walter W. Wight, members of the City Planning Commission.

ABSENT: William M. Brinton

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director-Plans and Programs; Richard Hedman, Planner V-Urban Design; Samuel Jung, Planner IV; Pete Groat, Planner IV; Marie Carlberg, Planner III; Tom Malloy, Planner II; and Lynn E. Pio, Secretary.

1:00 P.M. - Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:00 P.M. to take a field trip to properties scheduled for consideration during the Zoning Hearing on March 6, 1969.

2:15 P.M. - 100 Larkin Street

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reported that zoning field trips will be regularly scheduled on the next to last Thursday of each month, immediately prior to the regular Commission meetings on those days.

The Director advised the Commission that the first of a series of reports resulting from the Housing Policy Study will be presented on March 6.

The Director stated that he had received a bill in the amount of \$11,250 from John S. Bolles and Associates, consultants for the Northern Waterfront Study. He recommended that the bill, constituting the final payment to the consultants, be approved. After discussion, it was moved by Commissioner Porter, seconded by Commissioner Wight, and carried unanimously that the payment be approved.

The Director reported that the Assistant Director-Implementation and members of his staff had met with representative automobile wreckers and their attorney to discuss the proposed amendments of the City Planning Code which would affect junk yards.

MEMORANDUM

FOR THE RECORD

SUBJECT: [Illegible]

1. [Illegible]

2. [Illegible]

3. [Illegible]

4. [Illegible]

5. [Illegible]

6. [Illegible]

7. [Illegible]

8. [Illegible]

9. [Illegible]

10. [Illegible]

11. [Illegible]

12. [Illegible]

The Director distributed copies of a draft resolution which he had prepared to endorse the recommendation of the President's Citizens Advisory Committee on Recreation and Natural Beauty that surplus Federal lands, including military properties, be made available to public parties for park and recreation uses and that other military lands, where appropriate, be leased for outdoor recreation use. He recommended adoption of the draft resolution.

President Fleishhacker suggested that the language of the draft resolution should be changed to indicate that neither the acquisition nor the lease of such properties should require expenditures by the local jurisdictions involved. After further discussions, it was moved by Commissioner Newman, seconded by Commissioner Porter, and carried unanimously that the modified draft resolution be adopted as City Planning Commission Resolution No. 6338.

#### REFERRALS

R69.9 Eucalyptus Drive, south side, at 25th Avenue, portion of Lot 16, Block 7295; jurisdictional transfer of approximately  $2\frac{1}{2}$  acres from the Board of Education to the Recreation and Park Department.

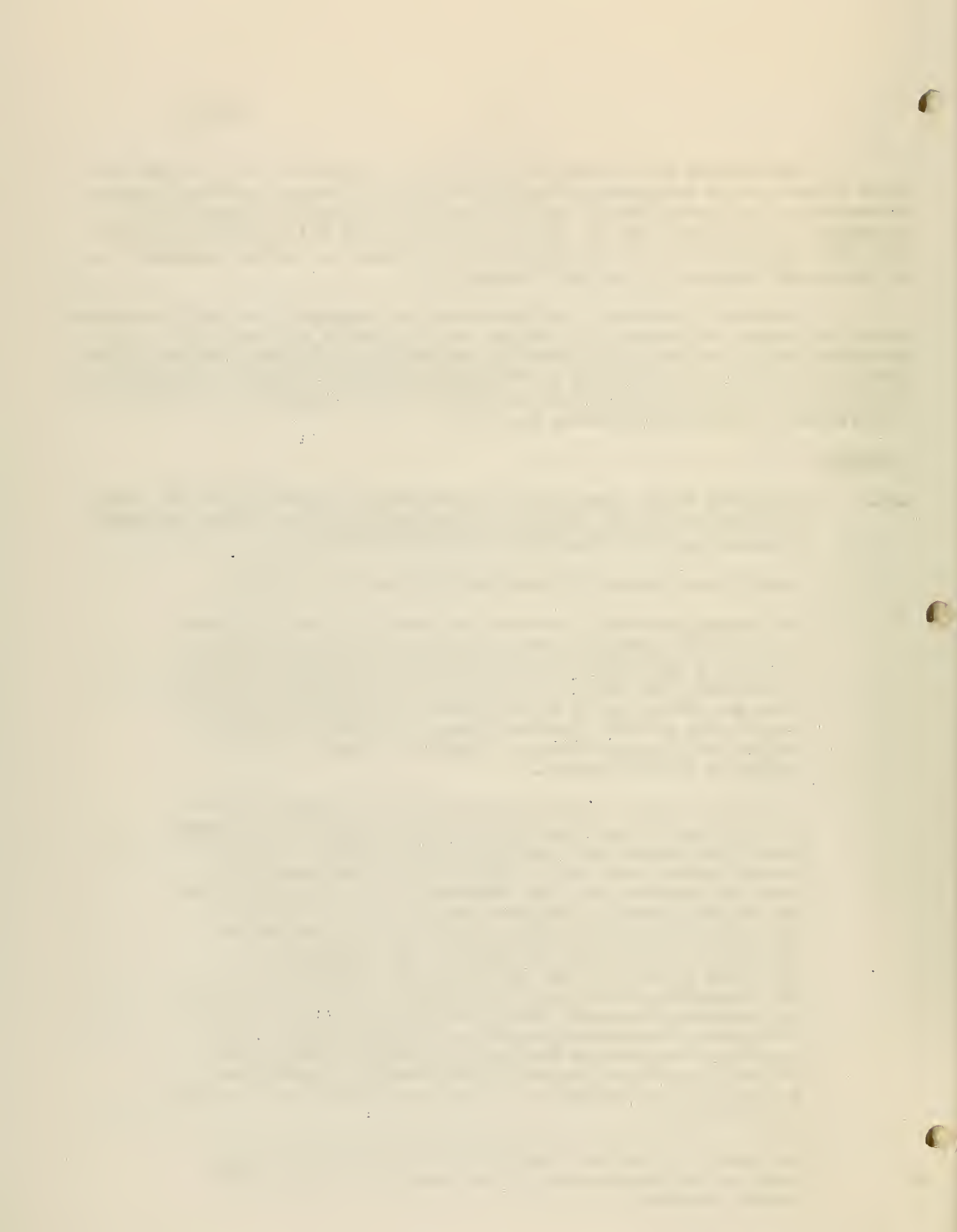
Samuel Jung, Planner IV, described this matter as follows:

"The  $2\frac{1}{2}$  acre property in question is vacant and located on the south side of Eucalyptus Drive opposite 24th and 25th Avenues, with Lowell High School to the west and St. Stephen's Church to the east. The property is level and wooded along Eucalyptus Drive and slopes gently to the south. It is shown in the Recreation Area and Park Location Plan of the Public Facilities Section of the Master Plan as a playfield, and it is in the public use zoning district.

A 7.7 acre parcel of land was purchased in the period 1946-48 for a proposed Merced Playground, somewhat south of Eucalyptus Drive, development funds for which were included in the 1947 Recreation Bond Fund; but in 1953 this land was transferred from the Recreation and Park Department to the Board of Education without monetary consideration and it is now a part of the Lowell High School campus. In subsequent years inter-departmental discussions contemplated the transfer of the Eucalyptus Drive property, Lot 16, to the Recreation and Park Department and its use for recreation and park purposes. The Lakeshore Elementary School playground has a supervised after-school recreation program, and the Lowell High School playfields are open and available for neighborhood use, but the Eucalyptus Drive property would provide a site for small children's activities as well as an open, naturalistic area for use by all ages.

The Board of Education would retain one acre of Lot 16's  $3\frac{1}{2}$  acres, on the western edge of the parcel, for driveway and parking purposes."





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The Director recommended that the proposed jurisdictional transfer of property be approved as in conformity with the Master Plan.

Oscar Fisher, representing the Lakeshore Acres Improvement Club, stated that his organization was very much in favor of the proposed transfer of property.

After further discussion, it was ruled by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that the Director be authorized to report that the jurisdictional transfer of approximately two and one-half acres of land on the south side of Eucalyptus Drive in the vicinity of 25th Avenue, a portion of Lot 16, Block 7295, as shown on SUR-2068, from the Board of Education to the Recreation and Park Department, is in conformity with the Master Plan.

R69.8 Closing of Highland Avenue abutting Junipero Serra Elementary School for portable classrooms, and temporary use of Holly Park Circle between Park and Appleton Streets for school playground purposes.

Mr. Jung reported on this matter as follows:

"The proposed street closings have been requested by the Mission Coalition, a group of organizations in the Mission area. Because of overcrowding, approximately 193 students from the Junipero Serra elementary school service area on the southwest slope of Bernal Heights are being bussed to other schools. A parents' group would prefer to have the children taught in temporary portable classrooms adjacent to the school. In order not to use the already small school playground (12,000 sq. ft.), the Mission Coalition has asked that Highland Avenue be closed from Holly Park Circle to approximately 163 feet westerly, between the school property and the Holly Courts public housing project to the north, so that the portable classrooms could be sited in the street area. The Highland Avenue right-of-way is 60 feet wide, including the two 12-foot sidewalks.

If a decision is made by the Board of Education to provide temporary classrooms at Junipero Serra school, it is suggested that siting the classrooms in the roadway of Highland Avenue would reduce the quality of environment for the Holly Court apartments, an excellent and well-landscaped development of 118 units, by filling the bordering street with temporary buildings. Holly Courts was the first public housing project in San Francisco (1940) and no off-street parking was provided, so the residents park on the surrounding streets.

An alternate solution which would look better, and still leave the street available for vehicular use, would be to site the classrooms partly on the Highland Avenue southerly sidewalk and partly on the playground. The Highland roadway, 36 feet wide, could be narrowed somewhat to provide a wider south sidewalk, since there should be a sidewalk bordering the school property.



Additional playground space would be provided in conjunction with the second part of the proposal, which is to close Holly Park Circle from Park Street to Appleton Street, between the school and Holly Courts on the west and Holly Park on the east, from 8:30 to 9:00 A.M. and from 12 noon to 1:00 P.M. when school is in session, for use as a playground. Chartered buses now wait for the children along this part of Holly Park Circle. A number of parochial schools have such temporary street closings, and they are not customarily referred to the Department of City Planning.

On the west, Highland Avenue connects with Mission Street and crosses the Bernal Cut on an overpass.

A firehouse is located at the corner of Park Street and Holly Park Circle in the block just south of the school. If Highland Avenue is completely blocked, the Fire Department will be caused some inconvenience.

It is assumed that both street closings will be by revocable encroachment permits."

The Director recommended approval of an alternate proposal which would call for the portable classrooms to be located partly on the south sidewalk of Highland Avenue and partly on the school playground, narrowing the roadway of Highland Avenue if necessary but leaving room for the passage of vehicles. He noted that the use of Holly Park Circle between Park and Appleton Streets as a temporary playground between the hours of 8:30 and 9:00 A.M. and 12 noon and 1:00 P.M. would help compensate for the encroachment on the playground.

Commissioner Porter asked if the Board of Education had indicated its agreement with the alternate proposal. Dean L. Macris, Assistant Director-Plans and Programs, stated that Mr. Vestnys, Director of Property for the Board of Education, had spoken favorably of the adjustments which were being proposed.

A representative of Mr. Vestnys' office was present to confirm the statement made by Mr. Macris.

The Director advised the Commission that the staff of the Department of City Planning had had only a limited amount of time in which to review the subject proposal; and their review had been complicated by the fact that it had not been possible to find out the exact dimensions of the portable classrooms which would be used. Nevertheless, he felt that it would be possible to locate the portable classrooms in the manner which he had proposed so that at least one lane of Highland Avenue could remain open for traffic.

Jose Wheelock, representing the Mission Coalition Organization and the Junipero Serra School Improvement Association, read the following prepared statement:

"We of the Mission Coalition Organization and Junipero Serra School Improvement Association wish to give testimony concerning the

*[The text in this block is extremely faint and illegible, appearing as a series of horizontal lines across the page.]*



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closing of Holly Court Circle between Park and Appleton and Highland, abutting and adjacent to the school for the purpose of placing transportable classrooms.

The members of the Mission Coalition Organization which represents 75 organizations in the Mission District are giving their support to the Junipero Serra School Improvement Association in their attempt to stop the bussing of 165 children out of Junipero Serra School to Sherman School in the Marina.

The reason for this bussing is because the Junipero Serra School is not large enough to accommodate the number of children in the area. The school is completely racially balanced. By building these portable classrooms in this area the school will be able to accommodate all of the children in the area.

The parents of the children who are being bussed have been working for almost a year to solve this problem. The Board of Education has given their complete approval of this plan to stop the bussing.

The bussing of the children costs the city of San Francisco \$17,500 a year; the construction of the portable classrooms will cost them around \$18,000 each. By using this money to build portable classrooms the city will have something tangible to show for its money.

The bussing of the children causes many problems both to the parents and to the student. When a child misses the bus, he has missed a whole day of school, which is difficult for him to make up. When a children becomes sick in school, often times the parents are unable to come and pick him up due to transportation problems. Many of the parents work and are unable to get to the school; also, many are without transportation.

For these reasons, we are requesting that the Planning Commission approve the closing of these streets.

The Mission Coalition Organization has asked to be put on the mailing list of the Planning Commission and we received notice yesterday by phone of this meeting. We feel that if you expect to be fully informed of the issues of the community you should stay in touch with the community."

President Fleishhacker asked if the modified proposal recommended by the Director would be satisfactory. Mr. Wheelock replied that he had not completely understood the Director's recommendation; and, in any case, he would not be authorized to express independent judgment on the proposal without first consulting his organization.



President Fleishhacker restated the Director's proposal, pointing out that the basic aim of the organizations represented by Mr. Wheelock - the provision of portable classrooms to serve the needs of the Junipero Serra School - would be met by the Director's recommendation but in a different way than had been proposed originally.

Commissioner Porter noted that the principal objective of the Director's recommendation would be to assure that one lane of Highland Avenue would be kept open for traffic; and he remarked that complete closing of the street could pose a fire hazard by forcing detours of Fire Department equipment.

Mr. Wheelock stated that the Fire Department had indicated that they had no objection to the proposed closing of Highland Avenue.

Spence Linbacker, also representing the Mission Coalition, asked what would happen if it should prove impossible to locate the portable classrooms as proposed by the Director. The Director replied that the plans would have to be reviewed again by the staff of the Department of City Planning under such circumstances.

John Hernandez, 248 Richland Avenue, asked if Highland Avenue would accommodate only one-way traffic under the Director's proposal. President Fleishhacker replied that the staff of the Department of City Planning had not had sufficient data to make that determination.

Mr. Wheelock asked if the Director would recommend replacement of some of the portable classrooms on Park Street if a sufficient number of classrooms could not be installed in the location presently being considered. Mr. Jung replied that the closing of Park Street would not be feasible since the street is required to provide access to private houses.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Elliott, and carried unanimously that the Director be authorized to report on this matter as follows:

"Rather than closing the entire width of Highland Avenue for portable classrooms, it would be better, if these classrooms are to be used, to site them partly on the south side of Highland Avenue and partly on the school playground, narrowing the roadway of Highland Avenue if necessary but leaving room for the passage of vehicles. The use of Holly Park Circle between Park and Appleton Streets as a temporary playground between the hours of 8:30 and 9:00 A.M. and 12:00 noon and 1:00 P.M. would help compensate for the encroachment on the playground."

At this point in the proceedings, Commissioner Kearney absented himself from the meeting room for the remainder of the meeting.



## PRESENTATION OF IMPLEMENTATION SYSTEMS REPORT

Pete Groat, Planner IV, summarized the report entitled, "Achieving a Common Information System" which is available in the files of the Department of City Planning. During his summary, he called specific attention to the recommendations which were contained on page 8 of the report as follows:

"1. If the conclusions of this report meet with the approval of the agencies who seek involvement in the development of a common information system, it is recommended that a strong joint committee be formed (see Section C) to study and make recommendations for its design and effectuation. Unless this first and most important step is taken, there will be no firm ground for the expenditure of time and money systems development will require. A piecemeal approach to the development of a common information system will ultimately prove more costly and less beneficial than a unified effort to solve a common problem.

2. It is recommended that the Office of the Mayor and the Board of Supervisors give their endorsement to this project. If the project proves feasible in the opinion of the participating departments, the informational resource it is capable of providing will be of great value in the formulation and effectuation of programs and policies having profound impact on the development of this city. It is therefore of great interest to the community as well as to the government of the city to see a common information system developed.

3. Given the expenditure of time and funds necessary to design and effect such a system, it is strongly recommended that every avenue for subsidizing this effort through federal grants be explored. One such possible avenue is a Community Renewal Program grant.

Commissioner Newman asked about the difference in cost between the proposed system and the system presently utilized. Mr. Groat replied that the explicit costs of the computer system would be much higher than the cost of the present system; however, the present system has high implicit costs in terms of hidden overhead and in terms of the inaccessibility of information. If the computer system were to be relied upon, professional employees could be used much more effectively since they would not have to waste their time doing field research; and, in that respect, the computer system would be both economical and efficient.

Commissioner Wight asked how long it would take to develop a computer system which would be effective. Mr. Groat replied that major studies would have to be undertaken before the computer system could be devised and implemented; and he felt that it might possibly be five years before the system could be used effectively.





Commissioner Wight asked if the city would have to acquire more computer hardware than it presently owns if the common information system project were to be undertaken. Mr. Groat responded that the amount and type of equipment needed would depend on the type of system which would be developed.

Commissioner Wight remarked that it might be difficult for the city to finance redevelopment of such a system over a five-year period without realizing any of the benefits of the system during that period of time. Mr. Macris replied that the city would not actually be starting from scratch on the project since the Assessor's Office and other Departments have already begun to develop information systems of their own.

Commissioner Newman, noting that the Department of City Planning had taken the initiative to recommend that a city-wide common information system be developed, wondered what the role of the Department might be in the development of such a system. Mr. Groat replied that he envisioned the staff of the Department of City Planning in the role of a "motivator"; and he noted that the report had made no recommendation as to which department or agency should act as administrator for the system.

The Director remarked that a great deal of the staff and financial resources of the Department of City Planning must be spent on the collection of data under present circumstances; and, as a result, the resources for undertaking a good analysis of the data once it has been collected are limited. Therefore, he felt that the proposed common information system would be extremely desirable; and, in view of the fact that other departments had already begun to develop independent information systems of their own, he felt that a policy declaration by the Commission in support of a common information system for all city departments would be timely. He submitted a draft resolution which he had prepared resolving that the report under discussion be adopted as a policy of the Commission and that the steps proposed in its recommendations be taken to effect the policy proposed. After distributing copies of the draft resolution, he recommended its adoption.

After further discussion it was moved by Commissioner Newman, seconded by Commissioner Porter, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6339.

#### STATUS REPORT ON URBAN DESIGN STUDY

Richard Hedman, Planner V-Urban Design, described the schedule which had been prepared for the Urban Design Study, reported on progress to date, and responded to the questions raised by members of the Commission.

The meeting was adjourned at 4:00 P.M.

Respectfully submitted,

Lynn E. Pio, Secretary



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SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, February 27, 1969.

The City Planning Commission met pursuant to notice on Thursday, February 27, 1969, at 2:15 p.m. in the meeting room at 100 Larkin Street.

PRESENT: Mortimer Fleishhacker, Jr., President; James S. Kearney, Vice President; William M. Brinton, Virgil L. Elliott, Walter S. Newman, Mrs. Charles B. Porter, and Walter W. Wight, members of the City Planning Commission.

ABSENT: None.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director-Implementation; Edward Michael, Planner III; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Scott Blakey represented the San Francisco Chronicle.

#### APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Brinton, and carried unanimously that the minutes of the meetings of January 23 and February 13, 1969, be approved as submitted.

#### CURRENT MATTERS

President Fleishhacker stated that he had received a letter from the Clerk of the Board of Supervisors asking the Public Utilities Commission and the Department of City Planning to take the initiative to enter into direct and formal discussions with West Bay Rapid Transit Authority so that joint planning and development of Rapid Transit could be successfully brought about to serve San Francisco's Downtown, its Southeast Bayshore Area, its Airport, and the Peninsula. The Director advised the Commission that the staff of the Department of City Planning had already begun to review the report of the West Bay Rapid Transit Authority; and he indicated that he would be prepared to report to the Commission on that matter on February 13.

At this point in the proceedings, Commissioner Kearney arrived and assumed his seat at the Commission table.

President Fleishhacker stated that he had also received a letter from the Landmarks Preservation Advisory Board providing information which might be used in response to the letter jointly sent to the City Planning Commission and the Landmarks Preservation Advisory Board from the Board of Supervisors on January 29, 1969.

Reference is made to the report of the Committee on the

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The Director reported that the Department's Annex Office at 1212 Market Street had been burglarized over the past weekend; and he recommended adoption of a draft resolution requesting a supplemental budget appropriation to provide funds for the replacement of the equipment and supplies stolen or damaged during that burglary. After discussion it was moved by Commissioner Newman, seconded by Commissioner Brinton, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6340.

The Director also recommended adoption of a draft resolution authorizing R. Spencer Steele, Assistant Director-Implementation, to represent the Department of City Planning at the Annual Conference of the American Society of Planning Officials to be held in Cincinnati, Ohio, from April 19 through 24. After discussion, it was moved by Commissioner Porter, seconded by Commissioner Wight, and carried unanimously that this draft resolution be adopted as City Planning Commission Resolution No. 6341.

The Director reported on the meeting of the Urban Design Citizens Advisory Committee which had been held on the previous day.

The Director advised the Commission that an application had been received requesting reclassification of properties on Telegraph Hill from R-4 to R-3.5.

President Fleishhacker noted that he had addressed a letter to the Transamerica Corporation on February 5 requesting that representatives of that firm work closely with the staff of the Department of City Planning as final plans are prepared for their new building; and he wondered if the Transamerica Corporation had followed through on that request. The Director replied that the Transamerica Corporation had responded to the letter written by President Fleishhacker; and a meeting of the staff with the developers and architects had been held approximately one week later. At that time, the staff of the Department of City Planning had advised the developers of their concerns and had suggested terms of reference which should be reflected in the design of the proposed building. No further meetings had been held with the developers; however, he had understood that the developers wished to proceed with the building as originally proposed.

President Fleishhacker stated that he was very much concerned about the approach which was being taken by the Transamerica Corporation; and he felt that their assumption that the City would be willing to grant all concessions requested, including the vacation of air-rights over Merchant Street, was unwarranted.

Subsequently, at the request of Commissioner Newman, the Director summarized the policy position of the Commission regarding the Portsmouth Corridor and described the aspects of the proposed Transamerica building which would be of concern to the Commission.

At 2:55 p.m. President Fleishhacker announced that the meeting was recessed. Members of the Commission then proceeded to Room 282, City Hall, and reconvened.

The following information was obtained from the records of the Department of the Interior, Bureau of Land Management, regarding the land owned by the United States in the State of California, and the same is hereby published for the information of the public.

The following is a list of the land owned by the United States in the State of California, and the same is hereby published for the information of the public.

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at 3:00 p.m. for hearing of the remainder of the Calendar.

THIRD AND FINAL PUBLIC MEETING ON NORTHERN WATERFRONT PLAN

President Fleishhacker opened the meeting with the following comments:

"Today's meeting is the third and last being held by the City Planning Commission to allow groups and individuals the opportunity to express their viewpoint on the Northern Waterfront Plan which was formally presented to the Commission on November 20, 1968. These meetings are strictly informational wherein the Commission hears your point of view and you in turn have the opportunity to question the staffs of John Bolles, Arthur D. Little, and the Department of City Planning on matters which you want clarified.

Because your comments will be reviewed by the staff and Commission, we would ask you once again to submit them in writing, if possible, even though you may have given them orally. All written comments should be in the office of the Department of City Planning, 100 Larkin Street by Friday of next week, March 7, in order to permit full evaluation by the staff.

If you were notified of this or the previous meetings you will again be notified by the initial meeting at which the Commission will hear the staff recommendation on the plan and the proposed amendments to the Master Plan. Their recommendation will be based on your comments and the staff's evaluation of the plan."

Subsequently, in response to a request by President Fleishhacker, the Director explained why and how the Bolles plan had been undertaken and summarized the various actions which the Commission might take at a later date to implement the plan.

Gene Sembler, representing the San Francisco Port Commission, stated that his Commission regarded the Northern Waterfront Plan as very good in general; however, they also felt that various aspects of the plan should be given further study. He advised the Commission that a summary of the Port Commission's comments would be submitted to and discussed with the staff of the Department of City Planning at a later date.

Gerald Cauthen, President of The Telegraph Hill Dwellers, advised the Commission that representatives of various groups including The Citizens Planning Committee, San Francisco Beautiful, The Russian Hill Improvement Association, The Protect Our Waterfront Committee, and the San Francisco Maritime Museum had met to discuss the Northern Waterfront Plan and had reached a strong consensus

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of opinion on six key factors. With regard to open space, he noted that 73,000 people are presently living in the study area; and, while he realized that it would not be possible to provide open space at the ratio of ten acres for every thousand people, he did feel that the amount of open space recommended in the plan was inadequate. Secondly, he suggested that more of a European flavor should have been incorporated into the proposed treatment of the Waterfront. He noted that the value of shipping had been stressed in the report; and he indicated that he and representatives of the other groups had agreed that that viewpoint should be endorsed strongly.

Mr. Cauthen noted that the Northern Waterfront Plan had been predicated on the fact that the study area is unsuitable for heavy traffic; and he believed that the same principal should apply for the entire City of San Francisco which obviously cannot tolerate any further increase in traffic density. He suggested, however, that the staff of the Department of City Planning should be encouraged to explore more uses of transit to solve traffic problems both inside and beyond the study area. The fifth point of agreement among the groups which he was representing was that the view corridors and height limits proposed by the report would be desirable; however, they felt that more restrictive height limits should be established for the area between Broadway and the Ferry Building starting at 40 feet at Broadway and increasing to 65 feet at the Ferry Building. Finally, he advised the Commission that the groups which he represented welcomed the recommendations contained in the report regarding the control of outdoor advertising signs in the study area.

President Fleishhacker, referring to Mr. Cauthen's remarks regarding the containment of the automobile, asked how it would be possible to keep automobiles out of San Francisco. Mr. Cauthen replied that other forms of transportation should be provided so that people would be encouraged to leave their cars at home.

Commissioner Porter pointed out that there would be no way of preventing people from using their automobiles even if better forms of transit were provided; and she remarked that some of the most ardent advocates of improved transit facilities insist on using their own automobiles instead of riding public transportation.

Mr. Cauthen nevertheless felt that viable alternatives to the use of private automobiles should be provided and that local government agencies should stop yielding to the inevitability of the automobile.

The Director asked if it would be feasible for the staff of the Department of City Planning to meet with representatives of all seven of the organizations represented by Mr. Cauthen at the same time to discuss the issues which he had raised. Mr. Cauthen replied in the affirmative.





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Commissioner Porter asked if Mr. Cauthen were opposed to the proposed Maritime Parkway. Mr. Cauthen replied that he was opposed to a parkway as wide as the one which had been proposed; and, in any case, he noted that better means of getting to and from Marin County, such as improved bus service, are presently being considered.

John B. Harman, 1403 Montgomery Street, felt that the proposed Maritime Parkway, having restricted pedestrian access, would cut people off from the Waterfront; and, in so doing, it would destroy one of the principal objectives of the plan. He, too, felt that the Commission should change its basic point of view and seek other methods for transporting people instead of relying exclusively on the automobile; and he hoped that the staff of the Department of City Planning would be willing to work further with representatives of neighborhood groups to improve certain aspects of the plan.

R. Hubbert, 1331 Columbus Avenue, stated that he hoped that the 1300 block of Columbus Avenue could be preserved and restored. He noted that that block had originally been located closer to the water's edge; and, if it could be preserved and restored, future generations of San Franciscans would be able to enjoy some of the true history of the waterfront. He believed that buildings along the block could be restored quite inexpensively; and, in any case, the restoration project would not cost nearly so much as the \$12 million parking garage which was proposed for the site in the Northern Waterfront Plan. Along with the restoration of the buildings, he suggested that the end of Columbus Avenue might be closed for limited access, thus permitting periodic expansion of the proposed Joseph Conrad Square area, removal of the blocktop from three streets now circling the Columbus Circle area to reveal the cobbled street surface beneath, installation of street trees, installation of gas light fixtures, replacement of the sidewalks with exposed aggregate, and installation of plaques in the pavement to show the original street plan of the wharf and the original shoreline.

President Fleishhacker asked what was involved in the proposal for the area referred to as "Joseph Conrad Square". Mr. Hubbert replied that the Maritime Museum had leased property at the foot of Columbus Street from the Southern Pacific Railroad; and the museum hoped to create a square around a portion of one of the ships on which Joseph Conrad had traveled.

Mrs. Toby Bloxam, 3 Montague Place, referring to the comments which had been made regarding the desirability of containing the automobile, suggested that the automobile may eventually cause its own demise because of air pollution, etc. She felt that the Commission would receive a great deal of pressure from established organizations for changes in the Northern Waterfront Plan; but she hoped that the Commission would also be willing to give attention to the comments of individuals. She favored the proposals contained in the plan for provision of peripheral parking areas around the study area and for keeping traffic away from the waterfront so that area could be enjoyed by pedestrians; and she hoped that the proposals contained in the plan would win enough support to destroy

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private efforts to construct a garage beneath the Victorian Square. She liked the tree planting and the plaza areas proposed in the report; and she thought that the Chamber of Commerce proposal for an Italian Cultural Center on Pier 45 was an excellent concept. She felt that the plan would be improved if space along the waterfront could be designated for creation of another area similar to Aquatic Park. In conclusion, she urged the Commission to adopt a policy that no freeway through Subarea 1 should be considered now or at any time within the next twenty years.

President Fleishhacker asked Mrs. Bloxam if she objected to the Maritime Parkway which was proposed in the plan. Mrs. Bloxam replied that she did not consider a six-lane thoroughfare that could not be crossed by pedestrians to be a "parkway". In her opinion, a true "parkway" should have a 25-mile-an-hour speed limit and places for cars to pull to the side for view purposes; and the primary purpose of such a road would not be to carry heavy traffic from downtown San Francisco to Marin. Mrs. Bloxam also stated that she was concerned about the types of uses which might be made of surplus Port lands north of the Ferry Building as Port facilities are shifted southward; and she indicated that she did not feel that uses with a "Disney Land" or "Midway" atmosphere would be appropriate for the study area.

President Fleishhacker advised Mrs. Bloxam that one of the final results of the process in which the Commission was presently involved would be establishment of proper zoning for the Northern Waterfront Area.

Lloyd Pflueger, Manager of the Downtown Association, submitted and read a statement which, after introductory remarks, continued as follows:

"The Downtown Association accepts the Northern Waterfront Plan for what it was intended to do - to present general broad concepts for long range study and development. We believe it does provide proper guidance and points in the right direction.

In accepting the Plan, we made no attempt at this time to go into specific details. We do have some general thoughts which we feel should be part of the broad concept approach.

Regarding sub-area II - the Maritime Parkway, the Association feels that for a very long range program we should look to the possibility of moving all the cargo operation to south of the Ferry Building. We recognize that it would not be economically feasible to ignore the recent extensive improvements to some of the piers in this area, so we introduce this thought as a long term goal for the future. We feel this would remove the traffic congestion and would open more of the waterfront for more compatible uses. We do agree that the passenger terminals should be in this area,





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and think they would add to the glamour and attractiveness of the area.

The Association feels that sub-area IV - China Basin could be given more attention at this time. We note that this area would provide relief for the cargo shipping which we recommended be removed from sub-area II. The report states that "city wide considerations" will direct the future land use. We suggest that the Plan should present the guidelines just as it has for the other sub-areas.

Regarding the Embarcadero Freeway, we do not feel that this freeway should be removed. We feel certain architectural treatment can be made on both sides which would make it more attractive. We urge the extension of the freeway, but do not desire that portion to be elevated, but that it return to surface at Broadway.

The Association is in complete agreement with the transportation couple of Bay and North Point Streets and recommends that this plan be put into effect at the earliest possible date. This project can stand completely on its own and should be immediately undertaken.

Regarding some of the suggested zoning changes and special height districts, we wish to reiterate the long stated policy of the Downtown Association - that we do not agree in this critical land shortage City with further attempts to reduce height and density allowances. More careful study must be done before any reduction in building allowances is adopted.

In conclusion, we congratulate John Bolles Associates and the City Planning Department for the fine Plan they have presented to the City. As stated earlier, we wholeheartedly endorse the general concept which provides guidelines for the proper long range development of this very important area of our City. We recognize it as a fine start to the job that now lies ahead."

Howard McKenzie, President of the Bricklayer Union, noted that the building code had recently been amended to permit brick buildings to rise as high as 65 feet; and, as a result, brick had once again become competitive with reinforced concrete. He stated that his union is presently training 300 young people in the bricklaying profession. Because of these changes, his union welcomed the type of program which was proposed in the Northern Waterfront Plan.

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Albert Meakin, representing the Citizens Planning Committee, stated that his organization subscribed to the comments previously made by Mr. Cauthen. In addition, he indicated that he had been concerned about the composition of the Citizens Advisory Committee for the Northern Waterfront Study which had included representatives of only two neighborhood groups, both of which represented people living in the immediate vicinity of the study area. He felt that other groups throughout the City should have been involved. He believed that the study contained many fine statements of policies and objectives; however, in some cases, the concrete proposals of the plan did not seem to harmonize with the stated policies or objectives. In one instance, the plan proposed that "the scale of the physical forms and spaces within the Northern Waterfront should be determined by the needs of pedestrians"; yet, it seemed to him that the proposal for a six-lane freeway without adequate facilities for pedestrians would fail to meet the recommended standard. He also pointed out that the proposed landscaping plan contained on page 73 of the report would place most of the newly created park space beneath the approaches to the Bay Bridge or along the new Maritime Parkway. In his opinion, however, open spaces should provide pedestrians with a relief from automobile traffic and should not bring them into such close proximity with moving traffic. He believed that more people would be willing to use transit if it were made more difficult for them to use their own automobile. In any case, he did not feel that provision of additional freeways would help to solve the problem of the automobile. He regarded the unique pattern of land ownership in the study area to be one of its most significant characteristics; and he felt that that feature of the study area should be recognized in the proposed plan. In conclusion, he urged that greater citizens' participation be encouraged as proposed modifications of the plan are considered by the Commission.

Bill Coibion, Vice President and Director of Planning for the Leo A. Daly Company, distributed copies of a report describing an alternate concept for the Northern Waterfront which had been prepared by members of his staff.

President Fleishhacker advised Mr. Coibion that the presentation which he proposed to make would be out of order. The subject meeting had been scheduled to receive comments on the plan which had been prepared by John S. Bolles and Associates and not for the purpose of receiving alternate plans.

Mr. Coibion stated that he regarded the Bolles plan as being very good in certain respects; however, he believed that the directions which had been given to the consultant by contract had resulted in some omissions. He thought that the total needs of the Northern Waterfront should receive more attention; and, at the same time, he felt that the Northern Waterfront study should have reflected more appreciation for the over-all needs of the City. Specifically, he felt that the vital need for a link between the Golden Gate Bridge and the Bay Bridge should have been recognized; and he believed that a concept such as the one proposed by his staff in their report would be feasible. He suggested that the necessity for updating the facilities of the Port should have been recognized; and he felt that the plan should have recommended the relocation of



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all of the industrial activities of the Port to the area south of China Basin. If the industrial Port activities could be relocated, the finger piers north of the Ferry Building could be removed and replaced with other activities and endeavors.

Mr. Coibion believed that an expansion of tourist-oriented activities in the vicinity of Fisherman's Wharf would be reasonable; and, because of the character of the developments in the vicinity of the Ferry Building, he felt that the area north of the Ferry Building should have been designated for commercial office and high-density residential use. The area between Fisherman's Wharf and the area north of the Ferry Building could then have been designated for a combination of public and private uses: In the public sector, pedestrian walkways, lagoons, and a bay front promenade should have been proposed; and in the private sector provision should have been made for the construction of town houses and garden apartments. Mr. Coibion believed that a plan of the sort which he envisioned could be accomplished without destroying any of the views from Telegraph Hill; and he regretted that he had not been able to describe his concept in any greater detail. However, he hoped that the staff of the Department of City Planning would be willing to study the report which he had submitted.

Mr. Coibion believed that he and his associates had proposed an effective way to connect the Golden Gate and Bay Bridges; and he believed that they had shown that reclamation in the area of the existing finger piers to provide 135 or 145 acres of land for new housing would be desirable. He also believed that the suggestion that all of the industrial activities of the Port, with the exception of the passenger terminal, to the area south of China Basin was reasonable. In conclusion, he stated that he was convinced that development of the study area in accordance with the concepts which he had presented would increase employment, property taxes, and sales taxes.

Commissioner Porter asked if Mr. Coibion or his associates had met with the Port Authority to discuss their relocation and economic problems or with the staff of the Department of City Planning to find out the types of problems which they had encountered during the course of the Northern Waterfront study. Mr. Coibion replied that work on the alternate concept had been initiated last fall following a luncheon speech which had been made by the Director of Planning. He stated that he and his associates had been in contact with the Department of City Planning; but they had not held a specific discussion with the Port Authority.

The Director asked Mr. Coibion to be more specific regarding his meetings with members of the staff of the Department of City Planning. Mr. Coibion replied that he had talked with Mr. Macris and Mr. Michael in late September or early October.

Mrs. Hans Klussman, representing San Francisco Beautiful, stated that while she owns an automobile, she does not use it often because it is difficult to find a place to park; and she believed that if actions were taken by the



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Commission to make parking more convenient for other people, they, too, would use alternate means of transportation. She stated that she was anxious to see the results of the Ferry Boat feasibility study which is presently in progress since she believed that Ferry Boats would provide a pleasant means of travel between Marin County and Downtown San Francisco; and, for that reason, she had been pleased to note that the Northern Waterfront Plan had made provision for a Ferry Boat slip. Mrs. Klussman felt that both the report published by Arthur D. Little, Inc., and the report published by John S. Bolles and Associates had done remarkably well in setting up concepts for what could be done in the Northern Waterfront study area, and she hoped that the reports would enable the Commission to have a more forceful role in deciding what would be done in the area in the future.

Mrs. Klussman indicated that she supported the proposals being generated at the present time to require the undergrounding of all freeways in urban areas; and she stated that she had been convinced by experience that tunnels tend to solve or at least to help traffic situations. The Maritime Parkway proposed in the Northern Waterfront plan seemed to her to be a "foot in the doorway" which might ultimately lead to construction of a freeway through the study area; and she did not feel that the Commission should consider the plan acceptable until it has been modified to call for the tearing down and undergrounding of the Embarcadero Freeway. In conclusion, she stated that she did not consider the need for a connection between the Golden Gate Bridge and the Bay Bridge to be of great importance.

Commissioner Porter, remarking that Mrs. Klussman had been in favor of a scenic highway along the beach, stated that she could not understand why she was opposed to the Maritime Parkway proposed in the Northern Waterfront Plan. If the Parkway were not built, the same volume of traffic would be forced to continue to use the unattractive roads which presently exist.

Mrs. Klussman replied that she believed that the waterfront should be opened to pedestrians; however, if pedestrians were to be attracted to the area, it was obvious that special amenities such as small plazas should be provided instead of the Maritime Parkway which would serve only to accommodate the automobile. She acknowledged that some provision should be made for the automobile; however, she felt that the automobile should not be the dominant concern of the Commission. In conclusion, she stated that she respected the word "Parkway; and she felt that the concept of the Parkway pictured in the report was attractive. However, she feared that endorsement of the Parkway would eventually lead to the construction of a freeway through the area.

Edward Lawson, representing the Greater San Francisco Chamber of Commerce, submitted and read a draft statement of a report which had been prepared by the Chamber's Waterfront Committee for their Board of Directors. With regard to the general development recommendations contained in the plan, the Chamber's Committee believed that the Bolles document "misses the forest for the trees", dealing with developmental details without relating to a grand

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design. Therefore, the Chamber's Committee disagreed with the consultants on the approach which they had taken; in advance of any specifics regarding development, they believed that the City should face up to the real needs and problems of the Waterfront which are disturbing people now and which will increasingly be disturbing until they are given priority in any long-range planning involving the study area.

Mr. Lawson read a partial list of the major development problems which had been cited in the Bolles report, stressing that the biggest need of all, i.e., the handling of the movement of people and vehicles including land, sea, and air inter and intra the Northern Waterfront area, had been understressed; and he indicated that his committee believed that the Bolles plan had fallen short in its recommendations because those problems had not been given priority or satisfactory recognition in the total design concept. In his opinion, the Bolles plan appeared to be too inhibited by the past and present "maritime atmosphere" and not sufficiently forward looking as to potential non-maritime atmosphere. It did not provide a "break-through" concept which is so badly needed at the present time. On the other hand, the Chamber's committee had reviewed alternate concepts which had been prepared by two other consultants; and, while they did not feel that either alternate constituted a perfect plan, they felt that those concepts should be studied by the Commission before final action is taken on the plan prepared by John S. Bolles and Associates. Concluding his remarks, Mr. Lawson read three conclusions of the Chamber's Committee as follows:

"No. 1 - the Bolles plan does not go far enough in design concept as it relates to the future promise of the City and its image; nor does it offer a convincing solution to the traffic - transportation - parking dilemma; i.e., the explosive movement of people and vehicles over sea, land, and air which is the destiny of this area, properly developed.

No. 2 - that the above as a valid hypothesis has been tested to our satisfaction through examination of two alternative designs -- available for study -- one by David Stovel, the other by the Leo Daly Company.

No. 3 - It would be possible for the Chamber to take positive and aggressive action on what happens to the Waterfront simply by promoting both of these alternatives, with the idea that a design competition rather than words will lead to the "best of all" possible plans."

Commissioner Porter noted that the Chamber of Commerce had been represented on the Citizens Advisory Committee which had worked with the staff of the Department of City Planning and their consultants over a two-year period; and, under the circumstances, she wondered why the Chamber had waited until this late date to indicate its disagreement with the study. Mr. Lawson replied





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that the Chamber had not formulated a negative policy on the study until very recently.

Commissioner Porter acknowledged that there is room for disagreement regarding the merits of any plan; however, in view of the length of time which the Chamber had been involved in the Northern Waterfront Study, she felt that it was rather irresponsible of the Chamber to criticize the plan so strongly at such a late date. She indicated that she was particularly disconcerted by the fact that the Chamber was recommending plans which had been prepared by people who had not worked with the Department of City Planning, the Port Authority, or their respective consultants.

Mr. Lawson emphasized that his committee was not endorsing either of the alternate concepts which had been prepared by other consultants; they were merely recommending that those concepts should be studied by the Commission.

President Fleishhacker asked if he were correct in understanding that the report which had been submitted by Mr. Lawson had not yet been approved by the Board of Directors of the Chamber of Commerce. Mr. Lawson replied in the affirmative.

President Fleishhacker asked about the size of the Chamber's Waterfront Committee and the amount of time which they had spent reviewing the Northern Waterfront Plan. Mr. Lawson replied that the Committee has ten members who had spent approximately two months considering the plan; and he believed that the members of that Committee would rather be called irresponsible than to refrain from expressing their feelings.

Alanna D. Zuppann, 450 Hill Street, asked if the recent transfer of the Port from the State to the City would be likely to make implementation of the proposed plan easier or more difficult. President Fleishhacker replied that he doubted that the transfer would result in any substantive changes of policy since the members of the Port Commission are the same people who were members of the Port Authority.

Mrs. Zuppann asked what type of commercial uses the consultant had envisioned in the pedestrian areas along the Embarcadero. Barry Wasserman, representing the firm of John S. Bolles and Associates, replied that small commercial activities such as isolated kiosks had been contemplated.

Robert Katz, 2 Whiting Street, believed that any efforts made to facilitate traffic flow in the study area would eventually lead to greater traffic congestion since provision of better facilities seems to invite more motorists who in turn generate demands for even more facilities for the automobile; therefore, he felt that the Commission should be more concerned about providing amenities for pedestrians than with providing facilities for automobiles in the study area. He also noted that the present trend is towards the "containerization" of cargo vessels and the provision of dock facilities for



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the unloading of such ships; however, because of the possibility that trade with Communist China or with the Latin American countries might be increased in the future, he felt that some of the docks designed for regular commercial vessel should be maintained.

Gene Morzenti, representing the Telegraph Hill Survival Association, submitted a written statement which detailed the oral presentation which he had given to the Commission at an earlier meeting; and he also submitted a map which depicted the type of traffic pattern which he was proposing. He reiterated his general approval of the plan and re-emphasized the necessity of bringing the stub ends of the Embarcadero Freeway to ground level so that traffic could proceed on a direct course to Fisherman's Wharf without congesting Telegraph Hill. In conclusion, he stated that he would like to be included if the Citizens Advisory Committee should hold any further meetings.

At this point in the proceedings, Commissioner Brinton absented himself from the meeting room for the remainder of the meeting.

Vladimir Bazjanac, 478 Boynton, Berkeley, indicated that he is associated with the Department of Architecture at the University of California; however, he was speaking to the Commission as an individual. He stated that he had been amazed at the Commission's response to the only professionals who had appeared before them during the course of the meeting; and he wondered if he were correct in understanding that the Commission would not accept Mr. Lawson's statement as valid since it had been submitted too late.

Commissioner Porter replied in the negative indicating that she had only been surprised that the Chamber of Commerce, having worked with the Citizens Advisory Committee for the Waterfront study for two years, had waited until the last moment to voice its concerns about the plan.

At this point in the proceedings, Commissioner Newman absented himself from the meeting room for the remainder of the meeting.

President Fleishhacker felt that Mr. Bazjanac should realize that the report which had been read by Mr. Lawson had not yet been approved by the Board of Directors of the Chamber of Commerce.

Mr. Bazjanac felt that the consultant should have been more concerned with the basic unifying concept for the study instead of being so concerned with small details; and he felt that a final report such as this should include alternative concept instead of committing itself to an isolated recommendation which had been prepared by a single firm.

President Fleishhacker advised Mr. Bazjanac that the plan prepared by the Commission's consultants had been based on an examination of a variety of alternatives over a two-year period; and he asked Mr. Bazjanac if he had any

The first part of the report is a general statement of the purpose and scope of the study. It is followed by a description of the methods used in the study.

The second part of the report is a detailed description of the results of the study. It is followed by a discussion of the results and their implications.

The third part of the report is a summary of the findings of the study. It is followed by a conclusion and recommendations.

The fourth part of the report is a list of references. It is followed by an appendix containing additional information.

The fifth part of the report is a list of figures and tables. It is followed by a list of abbreviations and symbols.

The sixth part of the report is a list of footnotes. It is followed by a list of errata.

The seventh part of the report is a list of acknowledgments. It is followed by a list of donors.

The eighth part of the report is a list of appendices. It is followed by a list of references.

The ninth part of the report is a list of footnotes. It is followed by a list of errata.

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specific comments to make regarding that report. Mr. Bazjanac replied that he was not sufficiently familiar with the report to have a clearly defined opinion of its contents.

Mrs. A. C. Maynard, 436 Avila Street, believed that Mr. Bazjanac failed to understand that the City Planning Commission is a body of learned people who had spent two years preparing a plan which will be a flexible tool for guiding development in the study area. Additionally, she said that it must be remembered that one of the reasons for the plan was to enable the Port to obtain revenue from its surplus properties to provide facilities for maritime use, and the Port could not be expected to give up too much of its property for non-revenue producing uses. She also remarked on the need for renovation of the facilities of the Port Authority; and, since the community had voted for a bond issue to improve the facilities of the Port, she did not feel that it would be desirable to recommend removal of the piers north of the Ferry Building as suggested by the Chamber of Commerce. In conclusion, she asked if the Commission could explain the purpose and destination of the freeway proposed in the plan.

The Director stated that the Maritime Parkway had been proposed to separate through traffic destined for Fisherman's Wharf and beyond from Port-oriented industrial traffic along the Embarcadero. He stated that the Port had determined that most of the piers north of the Ferry Building would continue to be used for the foreseeable future; and, under those circumstances, he felt it was important that alternate routes, including the proposed one-way pairs, should be developed to provide for the smoother flow of through traffic.

Karl Kortum, representing the Maritime Museum, stated that he had been disturbed about the conduct of the Citizens Advisory Committee meetings; and he indicated that he had finally stopped attending those meetings since it was obvious that no consideration was being given to the recommendations of interested individuals and groups. He felt that the plan for the study area should have been pedestrian-oriented; however, the plan which had been presented by the Commission's consultant was more oriented towards the automobile than toward pedestrians. He regarded the proposed plan as a "timid" document since the plan made no attempt to alter the character of the present development in the area; and, in that respect, he felt that the plan was not worthy of the Waterfront. He remarked that great waterfronts throughout the world have made it possible for people of all walks of life to reach and use their water resources; and he felt that much more could be done with the San Francisco Waterfront than had been proposed in the plan presently being considered by the Commission. He had suggested that development of another area with beaches similar to the area of Aquatic Park might be desirable; but that suggestion had been rejected within five minutes by the Director of Planning.

Mr. Kortum also believed that the Northern Waterfront Plan did not reflect nearly enough concern for historic buildings and sites in the study area. He felt that preservation of the fishermen's cottages mentioned by Mr. Hubbert would be more desirable than the rather commonplace circle which had been proposed for



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the foot of Columbus Avenue; and he also suggested that the plan should have put forth concepts such as the one which he was developing for the Joseph Conrad Square area.

Mr. Kortum also remarked that he had previously suggested that an open space should be provided across the street from the Cannery parking lot to reveal another fleet of fishing boats which are presently hidden by common-looking commercial buildings. If such an open space were provided, the size of Fisherman's Wharf would be effectively doubled. Yet, although much might have been achieved by such a simple proposal, it appeared that that suggestion, like others that he had made, had not been incorporated into the plan.

The Director pointed out that the plaza which had been suggested by Mr. Kortum had been shown on the illustrative site plan which appeared on page 80 of the report. Under the circumstances, he assumed that Mr. Kortum was really concerned about the size of the proposed plaza which might not be as large as he had hoped.

President Fleishhacker advised the audience that both the Commission and staff of the Department of City Planning would continue to review all written comments which are submitted on the Northern Waterfront Plan.

The meeting was adjourned at 5:30 p.m.

Respectfully submitted,

Lynn E. Pio  
Administrative Secretary



SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, March 6, 1969.

The City Planning Commission met pursuant to notice on Thursday, March 6, 1969, at 1:30 P.M. at 100 Larkin Street.

PRESENT: Mortimer Fleishhacker, Jr., President; William M. Brinton, Thomas J. Mellon, Walter S. Newman, Mrs. Charles B. Porter, and Walter W. Wight, members of the City Planning Commission.

ABSENT: James S. Kearney, Vice President.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that the minutes of the meeting of January 30, 1969, be approved as submitted. Consideration of the minutes of February 6 and 20, 1969, also listed on the agenda, was postponed until next week because those minutes had been received late by the Commission.

CURRENT MATTERS

Edward I. Murphy, Assistant Director of Planning, reported that President Fleishhacker and the staff of the Department of City Planning had met last Friday with Supervisors Mailliard and Pelosi to review the work program of the Department of City Planning.

Mr. Murphy informed the Commission that the Board of Supervisors, acting on Monday, had overruled the Commission's disapproval of two zoning cases and of a proposal for the vacation of 26th Street between Treat Avenue and Harrison Street. Mr. Murphy also reported on other actions taken by the board during the same meeting.

Mr. Murphy advised the Commission that the Finance Committee of the Board of Supervisors, meeting yesterday, had approved an emergency supplemental budget request in the amount of \$5,308 for replacement of equipment and supplies which were stolen during the recent burglary of the Department of City Planning's Annex Building.

Mr. Murphy informed the Commission that the California Chapter of the American Institute of Planners will hold their annual conference at the Del Webb Townhouse next week, March 12 through 15.

Mr. Murphy reported that a Federal grant of \$817,484 for housing code enforcement in the Alamo Square, Duboce Triangle and Bernal Heights neighborhoods had been announced in Washington by HUD.





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President Fleishhacker read a letter which he had received from Robert P. Lilienthal, President of the Presidio Heights Association of Neighbors, protesting the Department of City Planning's approval of a building permit for conversion of a single-family dwelling located on the southwest corner of Lyon Street and Pacific Avenue in an R-1 District into a two-family dwelling. In the letter, Mr. Lilienthal stated his belief that reference to Section 202 of the City Planning Code would prohibit the subdivision of existing buildings in R-1 Districts.

R. Spencer Steele, Assistant Director-Implementation, solicited the advice of the Commission regarding its interpretation of the pertinent sections of the City Planning Code. He indicated that if the Commission's interpretation of the Code were the same as Mr. Lilienthal's, he would be willing to consider withdrawing his approval of the application in question.

Commissioner Porter, indicating that she had served on the Commission when the new zoning ordinance was adopted, stated that she was positive that the Commission had not intended that the Code would allow existing single-family dwelling in R-1 Districts to be converted for multiple occupancy since such conversions would obviously depreciate the value of surrounding properties. Under the circumstances, she felt that the Commission should request Mr. Steele to withdraw his approval of the permit application in question.

After further discussion, it was moved by Commissioner Newman, seconded by Commissioner Porter, and carried unanimously that the Zoning Administrator be requested to reconsider his approval of the building permit application for conversion of the single-family home on the southwest corner of Lyon Street and Pacific Avenue into two-dwelling units.

President Fleishhacker indicated that he had received another letter from the Presidio Heights Association of Neighbors requesting that a series of steps be taken by the Commission regarding selection of a school site for Army personnel children in the Presidio. After discussion, the Commission referred this letter to Allan B. Jacobs, Director of Planning, for his recommendation regarding the procedures which might be followed by the Commission in response to the request.

Commissioner Newman asked if the staff of the Department of City Planning was aware of the current legal status of the project proposed by the Northern Waterfront Associates. Mr. Steele replied in the negative.

#### PRESENTATION OF HOUSING REPORT NO. 1: Background of Housing Policy

Dean R. Macris, Assistant Director- Plans and Programs, presented and summarized this report which is available in the files of the Department of City Planning. The purpose of the report was stated on page 1 of the text as follows:

"This report is the first of a series leading toward a San Francisco improvement plan for housing. The primary



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purpose is to provide the preliminary background necessary to make a realistic assessment both of city housing needs and goals and of the ability and willingness of involved city departments to participate in implementation of an improvement plan for city-wide housing. A housing plan, no matter how sophisticated, is irrelevant if its objectives and goals are not grounded in reality.

This report also provides a historic review of housing policies and programs for the information and reaction of concerned government agencies and citizen groups. Their reactions, additions, and alterations of this report will prove valuable to the Planning Department. First, it can further clarify the historic view of city housing policy. Second, it will furnish additional response necessary to contribute to the next working paper in the series, "Issues and Goals", which will attempt to delineate problems related to housing and the residential environment in San Francisco."

At this point in the proceedings, Commissioner Brinton arrived and assumed his seat at the Commission table.

Mr. Macris responded to questions raised by members of the Commission regarding the nature and purpose of the housing study which is currently being carried out by the staff of the Department of City Planning.

At 2:20 P.M. President Fleishhacker announced that the meeting was recessed. Members of the Commission then proceeded to Room 282, City Hall, and reconvened at 2:30 P.M. for hearing of the remainder of the agenda. Commissioner Mellon was absent when the Commission reconvened.

ZM69.6

255 Onondaga Avenue, south line, west of Otsego Avenue; the rear 26.67 feet of the lot.  
R-1 to a C-2 District.

The Secretary stated that he had received a letter from Ezio N. Paolini, Attorney for the applicant, requesting that the subject application be withdrawn without prejudice.

R. Spencer Steele, Assistant Director-Implementation, recommended approval of the request for withdrawal and submitted a draft resolution to that effect to the Commission.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that the draft resolution be adopted

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as City Planning Commission Resolution No. 6342 and that the request for withdrawal of the subject application be approved without prejudice to the applicant.

ZM69.7            221-227 Bay Street, south line, between Stockton and Powell  
Streets;  
M-1 to R-4 District.

R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property. He stated that the applicant had requested the reclassification to R-4 so that one of the subject lots could be used for residential development which would be prohibited in M-1 Districts.

Commissioner Newman asked if residential development of the site under the requested R-4 zoning would be subject to the 40-foot height limit. Mr. Steele replied in the affirmative.

Jack R. Clumeck, Jr., representing the applicant, stated that his firm had offered to buy one of the subject lots on condition that the reclassification request be granted. He also advised the Commission that the owner of the second lot included in the application was in favor of the proposed reclassification.

At this point in the proceedings, Commissioner Mellon returned to the meeting room and reassumed his chair.

Mr. Clumeck stated that his firm intended to construct approximately 51 units on the larger of the two lots which is located immediately east of the North Point Theatre; most of the units would be efficiency or one-bedroom apartments. He pointed out that such a development would be in harmony with the general trend of development in the area.

No one was present to speak in opposition to the application.

Mr. Steele noted that the character of the subject neighborhood is changing from industrial to residential; and he indicated that the project proposed by the applicants would conform both to recommendations of the Northern Waterfront Plan and to the existing 40-foot height limit in the area. Therefore, he recommended adoption of the draft resolution approving the subject application.

After discussion, it was moved by Commissioner Newman, seconded by Commissioner Porter, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6343 and that the subject application be approved.

CU69.11            1721-1723 Scott Street, west line, 150 feet north of Sutter  
Street.  
Request for conversion of existing residential building into  
psychiatrists' offices in an R-4 District.





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R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property. He noted that the Commission, during its zoning hearing in January, had disapproved a request for the classification of the subject property and had indicated at that time that authorization of the requested use of the site as a conditional use would be preferable to reclassification.

Jeremy Ets-Hokin, the applicant, remarked that Mount Zion Hospital is one of the largest psychiatric centers in the United States; however, very little office space is available for psychiatrists in the vicinity of the hospital. Under the circumstances, he felt that conversion of the subject building into psychiatric offices would fulfill a real need. Furthermore, approval of the subject application would make restoration of the subject Victorian building economically feasible. He did not believe that the proposed use would contribute to traffic or parking congestion in the area since none of the doctors occupying the building would have secretaries and since only one patient would be in each of the doctor's offices at any given time.

Mrs. Harvey, co-owner of the subject property, stated that all of the people who had been living in the building had been relocated to nice apartments in other buildings; and, in some cases, transportation had been provided for the moves.

Mr. Ets-Hokin remarked that residential use of the subject property is no longer desirable in spite of the R-4 zoning of the site because of the non-residential character of the neighborhood and because of the undesirable character of the neighborhood at night.

No one was present to speak in opposition to the application.

Commissioner Newman asked how many parking spaces would be required for the proposed project and how those spaces would be provided. Mr. Ets-Hokin replied that the City Planning Code would require one parking space for each 300-square feet of office space; and, based on the amount of office area which would be available in the subject building, he expected that eleven or twelve parking stalls would be required. He indicated that he had obtained a commitment for twelve permanent spaces from a neighboring garage; and he stated that he would be prepared to work out the details of the required parking spaces with the staff of the Department of City Planning.

Mr. Steele noted that the subject site is located within a medical complex; and he felt that the proposed psychiatric offices would provide an appropriate medical service needed by residents of the City. He also noted that continued use of the subject site for residential purposes seemed questionable because of the changing character of the neighborhood. Therefore, he was prepared to recommend approval of the application subject to specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After summarizing the conditions, he recommended adoption of the draft resolution.

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Mr. Ets-Hokin stated that he had no objection to the conditions which were contained in the draft resolution.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Mellon, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6344 and that the application be approved subject to the conditions contained in the draft resolution.

ZT69.1      Public hearing on proposed amendments of the City Planning Code which would permit automobile washing as a conditional use in C-2, C-3-S, and C-M zoning districts, and as a principle use in M-1 and M-2 zoning districts.

R. Spencer Steele, Assistant Director-Implementation, reported on this matter as follows:

"Under the existing zoning pattern the districts where car washes are permitted are located in the eastern third of the city, and are therefore inconvenient to most residential areas. Thus there is limited availability of such facilities to the bulk of the population, and a need exists for wider distribution of car washes to meet public demand and provide more convenient services. The basic reason for this limited availability is that the traditional "tunnel" car washes are large scale operations, industrial in appearance and producing considerable noise, vibration, spray and traffic congestion; accordingly they were restricted to heavy commercial and industrial zoning districts. However in recent years a number of newer varieties of car wash have been developed which generally do not share the more disagreeable characteristics of the older types. These newer facilities, which emphasize speed of operation, convenience, and low cost to the customer, contain more modern and efficient equipment (and less of it). Unlike the "tunnel" washes, they frequently do not use blowers, a conveyor belt or steam cleaning, and they employ few or no persons. Some of these newer varieties, known as "exterior" washes, do use a conveyor and blowers and are in effect smaller and more modern variations of the old "tunnel" washes. Other facilities may be grouped under the heading of "automatic" car washes; these are usually non-conveyor or coin-operated facilities in which a high pressure spray is directed at the car from either a stationary or rotating source; blowers are not ordinarily used. A third general category in the newer generation of

1. The first step in the process of the investigation is to determine the scope of the problem.

2. The second step is to collect data from various sources, including interviews, observations, and documents.

3. The third step is to analyze the data and identify the causes of the problem.

4. The fourth step is to develop a plan of action to address the problem.

5. The fifth step is to implement the plan and monitor the results.

6. The sixth step is to evaluate the effectiveness of the intervention and make adjustments as needed.

7. The seventh step is to disseminate the findings and lessons learned to other stakeholders.

8. The eighth step is to establish a system for ongoing monitoring and evaluation.

9. The ninth step is to provide technical assistance and support to the implementing organization.

10. The tenth step is to conduct a final evaluation and report on the outcomes of the investigation.



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car washes is the "self-service" variety which is a non-conveyor coin-operated type without blowers, in which the car owner himself directs the high pressure spray on the car through a hose or "wand" apparatus.

The staff feels that some car washes, including some of the newer operations, may properly be limited to "heavier" zoning districts because of the noise, congestion and other adverse effects produced. However, many of the newer and smaller operations could be permitted in C-2 districts subject to conditional use review. Such review is essential not only because of the adverse effects that car washes may engender, but also because not all locations, particularly in C-2 districts, would be appropriate for this kind of use. Another reason for conditional use treatment is that the great variety of equipment systems now on the market and the rapid rate of development of new systems makes it especially unsatisfactory to handle car washes as principle uses - rather, individual consideration of each case is necessary.

In addition to the proposed amendment itself, the staff will submit for the Commission's consideration a policy statement containing guidelines for review of individual conditional use applications. This would be considered and acted on by the Commission separately from the amendment. The policy statement would set forth the special factors and conditions to be considered in each case (which would of course be in addition to the general conditions applying to any conditional use). Among the matters to be included in the policy statement are location and traffic factors, soundproofing and enclosure, and accessory uses. By using this separate set of guidelines, two advantages will be realized; the amendment itself can be greatly shortened, and a high degree of flexibility for future change can be provided, since the Commission itself could revise the guidelines whereas an ordinance change requires action by the Board of Supervisors."

Willie L. Brown, Jr. represented five or six individuals who presently operate manned car washes in San Francisco. He advised the Commission that the existing car washes utilize an average work force of 150 employees at an average salary of between \$5,500 and \$6,000 per year. During fair weather, as many as

1. The first part of the report is a general statement of the purpose and scope of the study. It is followed by a brief review of the literature on the subject.

2. The second part of the report is a description of the methods used in the study. This includes a discussion of the subjects, the instruments used, and the procedures followed. It also includes a discussion of the data analysis techniques used.

3. The third part of the report is a presentation of the results of the study. This includes a discussion of the findings and a comparison of the results with the findings of other studies. It also includes a discussion of the limitations of the study.

4. The fourth part of the report is a conclusion and a discussion of the implications of the study. This includes a discussion of the strengths and weaknesses of the study and a discussion of the implications of the findings for future research.

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225 employees might be employed in the existing plants. Therefore, the car wash operators have an annual payroll of between \$650,000 and \$750,000; and, since most of the employees of the car washes have an average of four people in their families, a great number of people are dependent upon the jobs which have been created by the manned car washes.

Mr. Brown noted that the area of San Francisco is quite small, making it possible for people to travel from any one spot in the City to another in fifteen or twenty minutes or less; and, under these circumstances, he did not believe that the proposed amendments presently being considered would be needed for the convenience of the citizens of San Francisco. Furthermore, if the proposed amendments were adopted, they would radically change the character of the car washing industry in San Francisco. At the present time, only one single-operator car wash is doing business in San Francisco; and the manned car washes hire an average of seventeen employees each. Approval of the proposed amendments to the City Planning Code might put the manned car washes out of business; and the social implications of such circumstances would be considerable. Therefore, he felt that the Commission should weigh the social factor of possible unemployment against the slight convenience which would be gained from the proposed amendments in terms of the travel time used by citizens wishing to have their cars washed. In addition, he felt that the Commission should realize that the proposed amendments would also affect service station operators who wash cars on the side.

Mr. Brown stated that he had not found many people to be interested in or in support of the proposed amendments; and, considering the many real needs of the City, he did not think that the provision of more car washes should be considered to be a matter of great moment. In any case, he felt that the Commission should realize that car washes, whether manned or mechanical, are noisy, smelly, and messy; and, before taking action on the proposed amendments, he suggested that the Commission seek the advice of specialists regarding the character of car wash operations. He noted that local merchant groups had not given any significant support to the proposed amendments; and the Port Authority had recently rejected a proposal for installation of a privately-owned car wash on its property. If car washes could be considered unsuitable for Port-owned property, he felt that they should also be considered unsuitable for the Haight-Ashbury district, the Sunset district, or other areas of the City. If a survey were to be made, he believed that it would indicate that there are already a sufficient number of car washes in San Francisco to serve the needs of the City; however, if that were not the case, he would still be convinced that all of the possibilities offered by the present language of the City Planning Code have not been exhausted. Therefore, he urged the Commission to disapprove the proposed amendments.

Commissioner Brinton emphasized that the proposed amendments would allow car washes in commercial districts only as conditional uses; and, in considering conditional use applications for new car washes, the Commission would be required to find that a need exists for the proposed facilities and that the facilities would not have a detrimental affect on the neighborhood in which they would be located.



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Mr. Brown stated that he was well aware of the nature of the amendments being considered by the Commission; and he was suggesting that approval of the proposed amendments would be bad policy. If the proposed amendments were adopted, any time anyone came to the Commission with a conditional use application requesting permission to install a car wash they would already "have their foot in the door" without having to show that the facility would be needed.

Commissioner Porter asked if Mr. Brown's objections to the proposed amendments were based on the undesirability of having car washes located in commercial districts or if his opposition was based on the possibility that the ordinance would result in the replacement of existing car washes with mechanized facilities. Mr. Brown replied that he questioned whether the City's need for more conveniently located car wash facilities should be considered to be greater than the needs of people who are presently employed in existing manned car wash facilities. If semi-mechanical car washes were allowed to operate in San Francisco, he believed that the people would be more likely to go to them to have their cars washed for \$1 rather than to manned car washes where the charges may be at the level of \$1.75 or higher. Under the circumstances, he felt that it would be foolish for the Commission to change the present law until such time as it becomes obvious that mechanization is the only answer.

David Suckle, representing the Cal-Car Wash Distributing Company, spoke in favor of the proposed legislation which, in his opinion, would make it possible for new types of automobile washing equipment to be introduced to San Francisco. He stated that there are basically three types of customers who frequent car washes; and all of those types of customers cannot be satisfied by the car wash facilities presently available in San Francisco. The first type of customer is willing to pay \$2.50 to \$3 for full service including cleaning of both the inside and the outside of the automobile; and the second type of customer prefers to go to a coin operated wash, pay 25¢, and spend five minutes washing the car himself; the third type of customer prefers to frequent one-man operated car washes where external service only is available. Under the circumstances, Mr. Suckle did not believe that different types of car washes serving these three types of customers would compete with each other.

Mr. Suckle advised the Commission that there are presently 90 million cars in the United States of which approximately ten percent are generally washed by professionals. The car wash industry itself has been built on the basis of need; and, within the last five years, more than 15,000 car washes have been established across the country. He agreed with Mr. Brown that it should take no more than twenty minutes to drive from any one part of San Francisco to another; and yet, it was obvious that it would be more convenient for people to drive around the corner to have their car washed at a service station than to drive clear across town as they must do under present circumstances. He remarked that no showing had been made that car washes are necessarily noisy, smelly, or messy. Finally, as to need, he advised the Commission that Dallas, Texas, a city of comparable size to San Francisco, had only fifteen or twenty full service car washes five years ago; now, Dallas has



The first of these is the fact that the population of the United States is increasing at a rapid rate. This is due to a number of factors, including a high birth rate, a low death rate, and a large influx of immigrants from foreign countries. The second factor is the fact that the population is becoming more urbanized. This is due to the fact that people are moving from rural areas to cities in search of better living conditions and economic opportunities. The third factor is the fact that the population is becoming more educated. This is due to the fact that more people are attending school and obtaining higher levels of education.

The fourth factor is the fact that the population is becoming more diverse. This is due to the fact that people from different ethnic backgrounds and cultures are moving to the United States. The fifth factor is the fact that the population is becoming more mobile. This is due to the fact that people are moving from one part of the country to another in search of better living conditions and economic opportunities. The sixth factor is the fact that the population is becoming more health conscious. This is due to the fact that people are becoming more aware of the importance of maintaining good health and are taking steps to do so. The seventh factor is the fact that the population is becoming more environmentally conscious. This is due to the fact that people are becoming more aware of the impact of human activities on the environment and are taking steps to reduce their impact.

The eighth factor is the fact that the population is becoming more technologically advanced. This is due to the fact that people are becoming more familiar with and dependent on technology. The ninth factor is the fact that the population is becoming more economically active. This is due to the fact that people are becoming more involved in the economy and are contributing to its growth. The tenth factor is the fact that the population is becoming more socially active. This is due to the fact that people are becoming more involved in their communities and are working to improve them. The eleventh factor is the fact that the population is becoming more politically active. This is due to the fact that people are becoming more aware of their rights and responsibilities as citizens and are working to ensure that their voices are heard.

The twelfth factor is the fact that the population is becoming more environmentally conscious. This is due to the fact that people are becoming more aware of the impact of human activities on the environment and are taking steps to reduce their impact. The thirteenth factor is the fact that the population is becoming more health conscious. This is due to the fact that people are becoming more aware of the importance of maintaining good health and are taking steps to do so. The fourteenth factor is the fact that the population is becoming more mobile. This is due to the fact that people are moving from one part of the country to another in search of better living conditions and economic opportunities. The fifteenth factor is the fact that the population is becoming more diverse. This is due to the fact that people from different ethnic backgrounds and cultures are moving to the United States. The sixteenth factor is the fact that the population is becoming more educated. This is due to the fact that more people are attending school and obtaining higher levels of education. The seventeenth factor is the fact that the population is becoming more urbanized. This is due to the fact that people are moving from rural areas to cities in search of better living conditions and economic opportunities. The eighteenth factor is the fact that the population is increasing at a rapid rate. This is due to a number of factors, including a high birth rate, a low death rate, and a large influx of immigrants from foreign countries.

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in excess of 250 car washes, approximately 35 of which are fully manned. To his knowledge, the car wash industry in Dallas had not suffered any competition problems in spite of the large increase in the number of facilities available because of the public need for such facilities.

Commissioner Porter asked if she were correct in understanding that the issue of permitting certain types of car washes in San Francisco was not before the Commission since all types of car washes are presently permitted in industrial districts; the object of the proposed legislation would be to allow some car washes to be installed as conditional uses in commercial districts. Mr. Steele replied that Commissioner Porter's understanding was correct.

Commissioner Porter asked if a certain minimum lot area would be necessary for car washes. Mr. Steele replied that no specific standards for lot size had been established.

Mr. Suckle stated that his firm would be willing to work with the staff of the Department of City Planning to plan attractive car wash facilities if such facilities were to be permitted as conditional uses in commercial districts.

At this point in the proceedings, Commissioner Wight arrived and assumed his chair.

E. E. Smith, representing the Hydro Spray Distributing Company of Northern California, stated that the car wash industry today is similar to the hamburger business as it was fifteen years ago; and he noted that as the hamburger business had expanded, the quality of the merchandise, the quality of the service, and the general appearance of hamburger stands had improved. He believed that there would always continue to be a need and a demand for tunnel-type car washes; yet, at the same time, he felt that other types of facilities should be made available. He informed the Commission that the Bank of America had issued a report on car washes in 1965 which indicated that semi-automatic car wash facilities seemed to present little if any competition for the full service type of operations. If anything, coin-operated car washes would seem to educate the public to appreciate having their cars washed; and, if those people eventually get to the point where they have more money than time, they would probably switch to full-service car washes.

Mr. Smith advised the Commission that there are 371,628 automobiles registered in San Francisco at the present time; and he estimated that approximately 60 car washing facilities will be needed to provide adequate service for that number of vehicles. He doubted, however, that that many sites would be available in San Francisco where it would be economically feasible to install automatic car washes. Mr. Smith was not aware of any instances in which installation of automatic car washes had put anyone out of business; and, since more cars are being manufactured every day, he felt that the need for additional car wash facilities would continue to grow. He agreed that if every service station in San Francisco were in the car washing business, there would be no need for automatic car washes; however, most service stations are not interested in doing car washing since the money which they receive for such service does not pay them for the cost of their labor.



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Joseph B. Brennfleck, president of the Garage Employees Union Local 665, feared that introduction of automatic car washes into San Francisco would result in the curtailment of employment. He stated that most of the people employed by the existing car washes are unskilled workers who tend to stay with the industry. He remarked that there are only so many cars which need to be washed in San Francisco each day; and he felt that no necessity had been shown for "opening the door" for new types of car washes.

President Fleishhacker re-emphasized that the proposed legislation being considered by the Commission would not allow any types of car washing equipment to be used which are not presently allowed by the existing ordinance.

Mr. Brennfleck replied that he understood that point; however, he believed that adoption of the ordinance would encourage construction of more car washes, thus putting existing manned operations out of business.

President Fleishhacker asked why Mr. Brennfleck was so positive that only a certain number of people would wish to have their cars washed each day. Mr. Brennfleck replied that there are only so many cars in San Francisco and so many people who are willing to pay the fee for having their automobiles washed.

That being the case, President Fleishhacker remarked that he assumed that any entrepreneurs who might install new car wash facilities would not be able to "make the grade". Mr. Brennfleck indicated that he could not support that assumption.

Ken Carpenter stated that he hoped to be one of the entrepreneurs opening new car wash facilities in San Francisco. He remarked that there are presently more than 378,000 vehicles registered in San Francisco and only eight registered car washes to service those vehicles. Assuming that there were ten car wash facilities operating fifteen hours a day, they would be able to wash only 4,500 automobiles each day; and, at that rate, it would take more than 75 days to wash all of the automobiles in San Francisco. Under the circumstances, he felt that it should be apparent that there is a need for additional car washing facilities in San Francisco. Furthermore, with only a limited number of facilities available, cars waiting to be washed are often backed up into public streets to the displeasure of the City Planning Commission and the Department of Public Works; and he felt that that situation was another indication of the need for more car washing facilities. Mr. Carpenter stated that fifty percent of all automobiles are never washed because their owners are not willing to do the job themselves or to pay the prices charged by manned car wash operations; and he believed that it would be those people who would frequent coin-operated facilities without drawing business from existing car washers.

Frank Mogliotti stated that he had been in the car wash business in Berkeley for ten years; and he believed that car washes do not offer competition for each other. He stated that the biggest problem being faced by operators of car washes today is labor turnover; and, because of that problem, he had decided to change from full service operations to semi-automatic operations.





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Mr. Wilson indicated that he concurred with the remarks which had been made by Mr. Brown in opposition to the proposed legislation. He believed that the trend towards accommodation of the automobile should be reversed and that more amenities should be provided for pedestrians; and, in any case, he did not think that it would be appropriate to place car washes in the vicinity of residential areas.

Mr. Steele submitted two draft resolutions for consideration by the Commission. The first draft resolution would approve the proposed City Planning Code amendments concerning car washes; and the second resolution would set guidelines which would be used by the Commission for review of conditional use applications for car washes. After summarizing the resolutions, he recommended that both be adopted.

After further discussion, it was moved by Commissioner Brinton, seconded by Commissioner Porter, and carried unanimously that Resolution No. 6345 be adopted and that the proposed City Planning Code amendments concerning car washes be approved.

Subsequently, it was moved by Commissioner Brinton, seconded by Commissioner Porter, and carried unanimously that Resolution No. 6346 be adopted and that the guidelines recommended by Mr. Steele for review of conditional use applications for car washes be adopted as Commission policy.

CU68.31      Fairmont Hotel, block bounded by Mason, California, Powell,  
                  and Sacramento Streets.  
                  Request for expansion of existing hotel by addition of a  
                  tower exceeding 160 feet in height. (Postponed from  
                  meeting of December 5, 1968).

The Secretary read a letter which had been received from Marc H. Monheimer, Attorney for the Fairmont Hotel Company, requesting withdrawal of the subject application.

R. Spencer Steele, Assistant Director-Implementation, submitted a draft resolution which would approve the request for withdrawal without prejudice to the subject application.

After discussion, it was moved by Commissioner Brinton, seconded by Commissioner Newman, and carried unanimously that Resolution No. 6347 be adopted and that the request for withdrawal of application No. CU68.31 be approved.

CU69.13      Children's Hospital, located in block bounded by California,  
                  Cherry, Sacramento, and Maple Streets.  
                  Request for addition of a fifth floor on the existing four-  
                  story building located on Sacramento Street mid-way between  
                  Maple and Cherry Streets, in an R-3 and R-4 District.

THE SECRETARY OF THE ARMY  
WASHINGTON, D. C.  
JANUARY 1, 1900

SIR:  
I have the honor to acknowledge the receipt of your letter of the 29th inst. in relation to the matter of the appointment of a chaplain to the 1st Cavalry, and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

I am, Sir, very respectfully,  
Your obedient servant,  
J. H. COOPER, Major General, Adjutant General.

Very truly yours,  
J. H. COOPER, Major General, Adjutant General.

Enclosed for you are two copies of the report of the Board of Chaplains, dated December 15, 1899, in relation to the appointment of a chaplain to the 1st Cavalry, and also a copy of the report of the Board of Chaplains, dated December 15, 1899, in relation to the appointment of a chaplain to the 1st Cavalry.

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Your obedient servant,  
J. H. COOPER, Major General, Adjutant General.

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R. Spencer Steele, Assistant Director-Implementation, referred to land use and zoning maps to describe the subject property.

Ronald Wick, Administrator of the Children's Hospital, advised the Commission that the proposed addition would be used for 32 extended care beds.

Franklyn Lyons, speaking for the president of the Jordan Park Improvement Association, indicated his support of the subject application. He noted that the new garage which was built by the Hospital in 1966 had included a sufficient number of parking spaces to meet the requirements for addition of a fifth floor to the subject building; and, in view of that fact, his association was prepared to support the subject application. However, following completion of the proposed project, he hoped that the hospital would prepare a master plan for future expansion which could be reviewed both by the City Planning Commission and by residents of the subject neighborhood; and he indicated that his association in reviewing the Master Plan, would be most concerned about the provision of adequate parking spaces.

Maria Clever, 3834 Sacramento Street, advised the Commission that she represented the owners of properties located on the north side of Sacramento Street in the subject block. Because of construction projects under way on the hospital site, they have lived with noise, dust and dirt for the past four years; and, as a result, their properties have decreased in value. Already, their properties face a large white wall which blocks the sun; and no parking spaces are ever available on the street. She recognized the importance of providing 32 more beds for the hospital; however, she also felt that owners of residential property should be afforded some consideration.

Bill Miller, representing the San Francisco building trade, spoke in favor of the subject application. He indicated that the proposed construction project would provide both work and needed hospital space for the members of his Union.

Two other members of the audience indicated their concurrence with the statements which had been made by Mrs. Clever.

The Secretary read a letter which had been received from Mr. and Mrs. Michael Khourie, 3851 Clay Street, protesting the subject application because of the detrimental affect which the hospital complex is having on the character of the adjacent residential neighborhood. The existing buildings in the hospital complex produce too much light at night and block the sun during the daytime; and the hospital has created a major parking problem in the neighborhood.

Mr. Steele recommended approval of the application subject to two conditions. He believed that the proposed project would provide a desirable additional medical service at a long-established and accepted hospital; and he felt that the project would not adversely affect light, air, and views of adjacent properties. Furthermore, the proposed project had been anticipated by the City Planning Commission when it adopted a resolution in 1966 authorizing a parking garage having uncommitted parking spaces that could be used to meet the requirements for future construction.

1. The first part of the report is a general statement of the purpose and scope of the study.

2. The second part of the report is a description of the methods used in the study.

3. The third part of the report is a description of the results of the study.

4. The fourth part of the report is a discussion of the results of the study.

5. The fifth part of the report is a conclusion.

6. The sixth part of the report is a list of references.

7. The seventh part of the report is a list of appendices.

8. The eighth part of the report is a list of figures.

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He submitted a draft resolution containing two conditions which he had prepared for consideration by the Commission and recommended its adoption.

President Fleishhacker asked if the Commission wished to accommodate Mr. Lyon's request by establishing a third condition which would require the Children's Hospital to prepare and submit a Master Plan for future development for review by the Commission. Commissioner Porter felt that the Commission should rely on the Hospital to exercise its own initiative in preparing such a Master Plan; and she did not believe that approval of the project presently under consideration should be made contingent upon submission of such a Master Plan.

In response to the question raised by President Fleishhacker, Mr. Wick stated that he had no objection to the conditions which were contained in the draft resolution. He also indicated that the Hospital had already begun working with the staff of the Department of City Planning in an effort to prepare a revised Master Plan for future development of the Hospital.

Commissioner Brinton asked if the revised Master Plan had been discussed with the Jordan Park Neighborhood Association or with other neighborhood associations from the area. Mr. Wick replied that a brief discussion of the revised Master Plan had been held with the Jordan Park Neighborhood Improvement Association last Friday; and he indicated that further discussions would be scheduled at a later date.

Mr. Lyon stated that the Children's Hospital had been most willing to cooperate with the neighborhood association; and he agreed with Commissioner Porter that approval of the project presently being considered should not be made contingent upon the preparation of a new Master Plan for the Hospital.

After further discussion, it was moved by Commissioner Newman, seconded by Commissioner Porter, and carried unanimously that Resolution No. 6348 be adopted and that the application be approved subject to the conditions contained in the draft resolution.

CU69.12 Pacific Medical Center, located in the block bounded by Sacramento, Clay, Buchanan, and Webster Streets, the southern half of the block on the north side of Clay Street between Buchanan and Webster Streets, most of the block on the west side of Webster Street between Sacramento and Clay Streets, and the southeast corner of Webster and Sacramento Streets. Request for modification of conditions contained in Resolution No. 5633 authorizing rebuilding and expansion of the Pacific Medical Center. Expansion of the property covered by the previous conditional use authorization is also requested.

R. Spencer Steele, Assistant-Director-Implementation, stated that the applicants had requested modification of conditions contained in Resolution No. 5633



THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF THE HISTORY OF ARTS  
CHICAGO, ILLINOIS

TO THE HONORABLE THE PRESIDENT OF THE UNIVERSITY OF CHICAGO  
FROM THE HONORABLE THE VICE-CHANCELLOR OF THE UNIVERSITY OF CHICAGO  
IN RESPONSE TO A RESOLUTION PASSED BY THE BOARD OF TRUSTEES  
ON JANUARY 10, 1900

THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF THE HISTORY OF ARTS  
CHICAGO, ILLINOIS

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CHICAGO, ILLINOIS

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which authorized rebuilding and expansion of the medical center in conformity with the Master Plan dated November 30, 1961, so as to allow changed siting of the individual buildings proposed in the master plan, to reallocate floor area devoted to the hospital, professional office, medical and paramedical facilities, and teaching and research, and to expand the total number of hospital beds from 350 in the 1963 authorization to 311 beds in a first stage hospital proposed for immediate construction with design potential for building expansion to accommodate a total of approximately 500 beds. A 400-car parking garage for the first phase of the hospital would be placed at the southwest corner of Clay and Webster Streets. In conclusion, Mr. Steele stated that the Commission had already considered the proposed vacation of Clay Street which had been requested by the medical center; and, as a result, that matter would not be before the Commission for discussion during the present meeting.

President Fleishhacker advised the audience that the members of the Commission were well acquainted with the issues involved in the subject application because of the large amount of mail which they had received on the matter during the past week.

Robert E. Burns, president of the Board of Directors of the Pacific Medical Center, introduced Jaquelin Hume, vice president of the Board. Mr. Hume reviewed the history of the Pacific Medical Center, noting that the location proposed for the new hospital building has been used for medical purposes for the past 87 years. He advised the Commission that the Pacific Medical Center excels in heart surgery and mental services as well as being one of the leading teaching institutions in California. Since the time that the buildings were vacated by Stanford University, it had been obvious that it would be necessary to construct a new hospital building for the medical center; however, until the present time, inadequate financing had hindered the development of plans for the new facility. Fortunately, in 1967, the Pacific Medical Center received top priority in the State for Federal funds; and a total of \$5,500,000 would be available from combined Federal and State resources if permission for the construction of the proposed hospital could be obtained from the City Planning Commission. It was extremely important, however, that the Commission should take action during the present meeting since approved plans would have to be transmitted to the Federal government by mid-March if the Federal funds were to be obtained.

Mr. Hume advised the Commission that the plans for the proposed facility had been modified at the request of the staff of the Department of City Planning; and, as a result of those modifications, the floor space of the hospital would be reduced by 1,300 square feet and the cost of the building would be increased by \$45,000. Since construction of the new hospital building would eliminate some of the parking spaces presently available, he urged that the Commission also approve the 400-space parking garage which was being proposed as part of the subject application.

The first of these is the fact that the United States has a large and growing population of Negroes. This is a fact which has been recognized by the American people for many years. The second is the fact that the United States has a large and growing population of Negroes. This is a fact which has been recognized by the American people for many years. The third is the fact that the United States has a large and growing population of Negroes. This is a fact which has been recognized by the American people for many years.

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The tenth is the fact that the United States has a large and growing population of Negroes. This is a fact which has been recognized by the American people for many years. The eleventh is the fact that the United States has a large and growing population of Negroes. This is a fact which has been recognized by the American people for many years.

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Dr. Gaboti, a specialist in heart surgery on the staff of the Pacific Medical Center, informed the Commission that a great number of people, having heard of the possible construction of the new hospital building, had moved to San Francisco hoping to be able to study at the Pacific Medical Center. He stated that the new hospital building would not merely replace the existing hospital facilities but would provide an entirely new type of teaching and research hospital for the community. In conclusion, he stated that the linear arrangement of the proposed hospital had been dictated by the desire to provide that new type of facility.

Martin Paley, Director of the Health Facilities Planning Board, confirmed that of nine projects reviewed by his Board, the top priority in terms of need for the City had been given to the new hospital proposed by the Pacific Medical Center. He felt that construction of the new hospital would be extremely significant to San Francisco and to the Bay Area; and he emphasized that the hospital would have to be under construction by July 1 to qualify for the grants which had been promised by the Federal and State governments.

Mr. Patterson of the firm of Stone, Marraccini, and Patterson, architects for the applicants, presented a model of the proposed project and described details of the project with the use of photographic slides. He stated that the hospital would initially have a capacity of 311 beds; and it would be constructed so that it could eventually be expanded to accommodate 500 or 600 beds. The proposed hospital would not be just an ordinary hospital, but would be used as a research and educational facility; and, because of the special function which the building would serve, it had had to be designed in a certain way. It would not be possible for the Pacific Medical Center to demolish any of its existing buildings to make way for the new hospital while continuing its present operations; and, consequently, the only site available for the hospital was the one which had been chosen, including a portion of Clay Street. Given that site, the total configuration of the hospital had been then dictated by the functions which the hospital would serve and by the necessity of relating those activities to each other on all floors of the proposed structure. Ultimately, the building would consist of three floors below the grade of Buchanan Street and eight stories above grade for a height of 155 feet above Buchanan Street; initially, however, the two top nursing floors would be deleted. The base of the building would be set back 20 feet from Buchanan Street; and an extensive landscaped plaza would be provided at the Buchanan Street entrance to the building. In conclusion, Mr. Patterson described building and landscaping plans which he had prepared for the proposed 400-stall parking garage.

Leonard D. Berger, Attorney for the Pacific Heights Neighborhood Council, spoke in opposition to the subject application. In response to a question raised by President Fleishhacker, he indicated that the organization which he represented has more than one hundred members who live within one block of the Pacific Medical Center complex. He stated that his clients were not obstructionists; and they were willing to concede that the proposed hospital might be necessary. However, they also believed that they should have been given an opportunity to review plans for

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the proposed facility at an early date. A letter had been addressed to the hospital in July, 1968, asking that the Pacific Heights Neighborhood Council be advised of any plans being developed for future expansion of the medical center; but no reply had been received until the latter part of January, 1969, when the Board of Supervisors was already preparing to hold public hearings relative to the proposed vacation of Clay Street in the subject block. He stated that his clients were unalterably opposed to the vacation of Clay Street for the Pacific Medical Center; and, since it had been several years since the City Planning Commission had approved the vacation of Clay Street as being in conformity with the Master plan, he felt that that proposal should have been reconsidered by the Commission last Fall in view of the changes which had been made in the master plan for the Pacific Medical Center.

Commissioner Brinton advised Mr. Berger that the City Planning Commission had approved the vacation of Clay Street as being in conformity with the Master Plan of the City and County of San Francisco on December 8, 1961; and he indicated that that action had had nothing to do with either the original or revised version of the medical center's master plan for future development.

W. H. Gilmartin, president of the Pacific Heights Neighborhood Council, reminded the Commission that his organization had approved the original master plan for expansion of the Pacific Medical Center. While they had not considered the original Master Plan to be ideal, they felt that they could live with it. However, after that master plan was approved, several years elapsed before the proposed expansion of the medical center was again discussed. Finally, early in 1967, revised expansion plans began to be formulated by the medical center. Yet, although his organization had tried to talk with the medical center at an earlier date, communication had not been achieved until the past six or seven weeks.

Mr. Gilmartin stated that he and other members of his organization had first seen the medical center's revised master plan on January 28, 1969; and it had proven to be a shock to most of them. Through ensuing discussions with the medical center, one concession had been gained -- the raising of the "vista" lobby to a height of 31 feet. Mr. Gilmartin stated that he appreciated the problems being faced by the medical center; but he felt that it should be realized that the surrounding neighborhood and the City as a whole had problems, also. He believed that the staff of the Department of City Planning, also, had been concerned about the plans which had been submitted for the proposed facility; and, if the vacation of Clay Street had not been approved so long ago, he felt that the staff of the Department of City Planning might not have been willing to recommend approval of the plans presently under consideration. In any case, the staff of the Department of City Planning had made a commendable attempt to obtain compensating amenities for the neighborhood by submitting a set of criteria which were practical for future development of the medical center excepting, of course, the hospital building itself. Of those criteria, the one which he considered to be the most important was that the new office building proposed to be located next to the hospital building be stepped down from the height of the hospital to 60 feet and then to



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40 feet. He also felt that it was important that the proposed office building should not extend beyond a line located 15 feet south of the medical center's northerly property line. He believed that the proposed office building would be constructed in the very near future; and, before the medical center begins to find itself faced with deadlines, he hoped that residents of the neighborhood would be given an opportunity to react to the proposed plans for that building. He realized that San Francisco is tending increasingly towards high-rise construction; but, at the same time, he felt that some effort should be made to preserve the quality of some of the City's residential neighborhoods. In conclusion, he indicated that he was confident that the hospital could achieve a modern medical complex while preserving some of the amenities of modern urban design.

Commissioner Porter stated that she had served on the Commission in 1961 when the vacation of Clay Street in the subject block had been approved; and she indicated that the Commissioners had taken favorable action on the proposal at that time because they felt that the street vacation would be in conformity with the City's Master Plan. She appreciated the fact that high-rise buildings can cause difficulties in residential neighborhoods; however, she pointed out that the R-4 zoning of the site would allow construction of an apartment building which could reach the same height as the proposed hospital. With these considerations in mind, she asked Mr. Gilmartin if he wished to prevent the proposed Pacific Medical Center from becoming a reality.

Mr. Gilmartin replied that he felt that the past actions of his group spoke for themselves. When a 70-foot high hospital building which also involved the closing of Clay Street was proposed in 1963, his organization had not objected. Nevertheless, the changes which had been made in the proposed building during the interim were difficult to accept.

Father Carney, 2210 Clay Street, felt that property owners had a right to be concerned about projects such as the one which was presently being considered because it is so easy to collapse before the progress of a great society. He emphasized that the building now being considered would not be the end of the Pacific Medical Center's expansion; it would be the beginning. Eventually, other buildings in the complex would be torn down to be replaced by larger structures. Under the circumstances, he felt that it might be a mistake to approve construction of a building which would inevitably lead to the development of a new complex of buildings which would be totally inappropriate in the subject neighborhood. Therefore, he urged the Commission to give consideration to the comments being made by people who live in and take pride in the subject neighborhood.

President Fleishhacker asked if Father Carney was requesting the City Planning Commission to deny the subject application. Father Carney replied in the affirmative.

Richard L. Carico represented Mr. and Mrs. Skirb, owners of property at 2240 Buchanan Street. He noted that the Commission, in considering a conditional use application, is required to determine that the use proposed will not be





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detrimental to the health, safety, convenience, or general welfare of people residing in the surrounding neighborhood. He emphasized that the properties adjacent to the site of the proposed hospital are developed residentially; and, given the size, shape, and location of the proposed building, he felt that it could not be said that it would not have a detrimental affect on the surrounding residential area. The building would block some light in the afternoon hours; and it would destroy a considerable portion of the vista presently enjoyed from Lafayette Park both by residents of the subject neighborhood and by people from other areas of the City.

Mr. Carico indicated that he was aware that the City Planning Commission had approved the proposed vacation of Clay Street in 1961. However, in view of the many changes which have taken place in the subject neighborhood since that time, he felt that the Commission should have taken advantage of a more recent opportunity to reconsider the street vacation proposal. He noted that the case docket on the subject application contained a memo from a member from the staff of the Department of Planning to Mr. Steele advising him that the Commission had been offered an opportunity to reconsider the proposed vacation request. Yet, in spite of the fact that large new apartment buildings had been constructed in the subject neighborhood during the interim, and in spite of the fact that traffic and parking congestion had increased significantly, the Commission had decided to stand on its 1961 recommendation regarding the vacation of Clay Street. In his opinion, the matter should have been reconsidered.

Mr. Carico remarked that the Pacific Medical Center had stated that they would lose Federal funding for their proposed project if the Commission failed to act favorably on the subject application during the present hearing; but he noted that the same argument had been used in 1963 when the first set of plans for the hospital had been brought before the Commission. He indicated that he did not oppose the hospital itself; but he did oppose the proposed design of the building because of the detrimental affect which it would have on the adjacent neighborhood. Under the circumstances, he believed that changes should be made in the design of the proposed building; and he did not believe that the Pacific Medical Center would leave San Francisco if the specific building now being considered were not approved. He stated that the medical center must have known for a long time that they were going to apply for Federal funds; and, if that were the case, he felt that the medical center had not been fair to residents of the neighborhood or to the Commission to wait until the last minute before seeking approval of their plans.

Mr. Irving Levy, 2235 Laguna Street, stated that he lives in a 29-unit apartment building which has only 16 parking spaces; and, because many of the employees of the Pacific Medical Center park on the streets, parking congestion in the subject neighborhood has become a very serious problem. He stated that he was opposed to the hospital building which was proposed by the medical center in 1963; but he did resent the fact that the medical center had come to the Commission at the last moment with revised plans which had not been seen by residents of the neighborhood with the expectation that those plans would be approved immediately.





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Captain William T. Groner, 2315 Washington Street, stated that his property immediately abuts the hospital site. He indicated that he agreed with everything which had been said already in opposition to the subject application. In addition, he noted that the City Planning Commission, in 1966, had passed a resolution setting a policy that the medical center should not plan to expand north of a certain line drawn between Clay and Washington Streets; and he called attention to the fact that the design terms of reference which had been prepared by the staff of the Department of City Planning indicated that the vacant lot to the rear of his property which lies north of the boundary established by the Commission in 1966 could be developed with a building having a height of 15 feet. He stated that construction of such a building on the vacant lot would violate policy position taken by the Commission in 1966; and, because of the slope of the lot, the building would have a height equal to the route line of his building.

Commissioner Porter asked about the zoning of Captain Groner's property. Captain Groner replied that his property is zoned R-3 with a 40-foot height limit.

Commissioner Porter recalled that some of the property owners in the subject neighborhood had requested that their property be rezoned to R-2. That request had been approved by the Commission, thus creating an R-2 island in the midst of an area zoned R-4 and R-5. She realized that high-rise buildings can cause difficulties when located adjacent to lesser density areas; but the lower density zoning classification had been assigned by the Commission at the request of the property owners. In any case, since the properties owned by the Pacific Medical Center are zoned for R-4 and R-5, they could be developed with high-rise apartment buildings even if the high-rise hospital building had not been proposed. In the long run, she believed that high-rise apartment buildings would be more detrimental than the hospital building.

Captain Groner stated that he did not object to the zoning pattern in the subject neighborhood although he had fought strongly to prevent the medical center from having all property in the area rezoned to R-4. However, he felt that the Commission should stand by its established policy of opposing any construction of buildings for the medical center north of the boundary line which was established in 1966. In conclusion, he also urged the Commission to take steps to assure that the office building being considered by the medical center would not be as high as the hospital building which was presently being considered.

Mr. Steele, noting the presence of Dr. Sox, Director of Public Health, in the meeting room, asked him if it was his opinion that the proposed hospital is needed. Dr. Sox replied in the affirmative.

Mr. Steele remarked that the Commission had recognized the need for rebuilding and expansion of the Pacific Medical Center since 1960; and he noted that experts in the medical field had reaffirmed that need during the present hearing. While it was apparent that the existing buildings of the medical center must be replaced, it was also obvious that space on which to build a new building,

The first part of the report deals with the general situation of the country. It is a very interesting and informative account of the state of the nation at the time. The author describes the political, social, and economic conditions, and gives a detailed account of the various movements and parties. The second part of the report is a description of the various movements and parties. It is a very interesting and informative account of the state of the nation at the time. The author describes the political, social, and economic conditions, and gives a detailed account of the various movements and parties.

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while keeping the existing hospital in operation, was limited. To meet the needs of the community and to obtain Federal and State financing, the proposed hospital would have to be of the size presently proposed and with a capability of being expanded to approximately 500 beds in the future. He noted that the subject property is zoned R-4 and thus susceptible to being developed with a high-rise, high-density residential building without Commission control; however, because of the 40-foot height limit which pertains to property north of the hospital site, he felt that it would be important to restrict the height of any building constructed along the northern boundary of the medical center; and, as a result, the staff of the Department of City Planning had prepared urban design terms of reference outlining appropriate maximum building heights and locations for buildings within the center. The medical center's master plan would have to be revised to accommodate those design terms of reference; and, until that revision has been accomplished, he would not be willing to recommend approval of the over-all master plan. However, he indicated that he was prepared to recommend approval of certain elements of the master plan to the extent of including several additional lots within the boundaries of the medical center master plan area, allowing the construction of a parking garage on the expanded site formerly contemplated as a parking lot, and approving final plans for the first phase 311-bed hospital, all on the major condition that the hospital accept the maximum building height and location design terms of reference recommended by the staff of the Department of City Planning for use as guidelines in the preparation of a new master plan. If the Commission determined that it should be approved according to the previous recommendations, he would further recommend that final consideration of the master plan be taken under advisement and scheduled for further public hearing on October 2, 1969. Subsequently, he submitted a draft resolution approving the application in part subject to seven conditions. After reading and commenting on the conditions, he recommended adoption of the draft resolution.

Commissioner Mellon asked if the staff of the Department of City Planning was convinced that there would be no possibility of lowering the height of the proposed hospital building. Mr. Steele replied that the staff had investigated that possibility; however, to the best of his knowledge, it would not be possible to lower the height of the building while meeting the given needs of the hospital and the requirement of continued operation of the hospital during the three-year construction period.

Mr. Burns stated that the Pacific Medical Center was willing to accept Mr. Steele's recommendations; and he indicated that the design criteria recommended by the staff of the Department of City Planning had already been discussed to some considerable extent by the medical center.

John Field, 2416 Webster Street, stated that he was in favor of the project proposed by the medical center with the stipulations which had been recommended by the Department of City Planning. However, since approximately 1,600 people would be moving between the proposed garage facility and the proposed hospital every day, he felt that the revised master plan for the medical facility should reflect special provisions for accommodating that pedestrian traffic. He





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also hoped that residents of the neighborhood would have an opportunity to review such aspects of the revised master plan before it is approved by the City Planning Commission. Mr. Steele replied that the revised master plan of the medical center would be considered during a public hearing to be held on or before October 2, 1969.

Commissioner Porter urged that the medical center make arrangements to discuss its revised master plan with residents of the neighborhood before bringing the plan before the Commission for a public hearing.

Mr. Berger noted that condition No. 2 of the draft resolution would require that buildings indicated in the revised master plan be in conformity with the design terms of reference which have been developed by the staff of the Department of City Planning; and he noted that the design terms of reference specified that no structure abutting Bush Street should exceed a height of 60 feet. In order to clarify that restriction, he asked that the prohibition be explicitly stated in condition No. 2. Commissioner Brinton suggested that Mr. Berger's concern would be met if the words "incorporated herein by reference" were inserted after the words "exhibit B" in condition No. 2 of the draft resolution, "exhibit B" being the design terms of reference which had been prepared by the staff of the Department of City Planning. After discussion, the Commission voted unanimously to amend the draft resolution by insertion of the words recommended by Commissioner Brinton.

Commissioner Porter asked if Mr. Berger were prepared to support approval of the subject application now that condition No. 2 had been changed as requested. Mr. Berger replied that he felt sure that the Commission would adopt the draft resolution; and he had been anxious to make certain that the new office building being considered by the medical center would not rise to the same height as the proposed hospital building.

Captain Groner stated that he was still very much concerned about the vacant lot which abuts his property on the south and which is located north of the boundary established for the medical center by the City Planning Commission in 1966. Although the design terms of reference which had been prepared by the staff of the Department of City Planning indicated that a 15-foot high building could be constructed on that vacant lot for the medical center, he urged that the Commission act consistently with its previously established policy and delete that parcel of property from the medical center's master plan.

Mr. Steele remarked that if the parcel in question were deleted from the medical center's master plan it would be possible for someone not associated with the medical center to apply for construction of a professional office building on the site.

Captain Groner replied that the vacant lot is presently zoned R-3; and he felt that retention of that zoning would prevent construction of a private office building on the property. He then requested that condition No. 1 of the draft resolution be deleted in its entirety. That condition read as follows:

The first of these is the fact that the system is not a simple one, but a complex one, involving many different factors, and the second is the fact that the system is not a simple one, but a complex one, involving many different factors.

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"The boundaries of Pacific Medical Center shall be expanded as shown on the site plan filed with this application and labeled 'exhibit A'."

Commissioner Porter felt that the vacant lot abutting Captain Groner's property should be retained in the medical center's master plan since the Commission would have no control over development of that site if it were deleted from the master plan.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Newman, and carried unanimously that the draft resolution, as amended by insertion of the words, "incorporated herein by reference" in condition No. 2, be adopted as City Planning Commission Resolution No. 6349 and that the application of the Pacific Medical Center be approved in part with conditions.

The meeting was adjourned at 6:00 p.m.

Respectfully submitted,

Lynn E. Pio  
Administrative Secretary

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SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, March 13, 1969.

The City Planning Commission met pursuant to notice on Thursday, March 13, 1969, at 2:15 p.m. at 100 Larkin Street.

PRESENT: Mortimer Fleishhacker, Jr., President; James S. Kearney, Vice President; William M. Brinton, Thomas J. Mellon, Walter S. Newman, Mrs. Charles B. Porter, and Walter W. Wight, members of the City Planning Commission.

ABSENT: None.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Brinton, and carried unanimously that the minutes of the meetings of November 14, 1968, and February 6 and 20, 1969, be approved as submitted and that the minutes of the meeting of February 27, 1969, be approved with corrections.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reported on his recent attendance at a conference on transportation and community values which was held near Washington, D. C.

The Director reported that the Board of Supervisors, acting on Monday, had approved the request of the Pacific Medical Center for vacation of a portion of Clay Street.

The Director informed the Commission that the Board of Supervisors had also approved the Department of City Planning's supplemental budget request for replacement of equipment and supplies which were stolen during the recent burglary of the Annex office.

The Director advised the Commission that the California Chapter of the AIP is presently holding its annual conference in San Francisco.

Commissioner Brinton, noting that he had read in the newspapers that the Transamerica Corporation had filed an application for a site permit for their new building, asked if representatives of that firm had met with the staff of the Department of City Planning to discuss the possibility of altering the proposed building before filing the site permit application. The Director replied that he had met with representatives of the Transamerica Corporation on the same day that the site permit application had been filed; and, as a result of that meeting, he and the representative of the Transamerica Corporation had "agreed to disagree".



CONFIDENTIAL

On the basis of the information received from the Central Intelligence Agency, it is believed that the following information is correct:

1. The following information was received from the Central Intelligence Agency on March 12, 1961, by the Central Intelligence Agency:

CONFIDENTIAL

APPROVAL OF [REDACTED]

The following information was received from the Central Intelligence Agency on March 12, 1961, by the Central Intelligence Agency:

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Commissioner Mellon stated that he had received correspondence from the Transamerica Corporation's attorneys raising questions regarding the present ownership of Merchant Street. The Director remarked that he, also, had received a copy of that letter which indicated that present ownership of Merchant Street might be vested in the State of California.

Commissioner Mellon said that legislation is pending in Sacramento which would give the City and County of San Francisco title to Merchant Street; and, following adoption of that legislation, the City would be in a position to consider the Transamerica Corporation's request for vacation of a portion of the street.

#### REVIEW OF WEST BAY RAPID TRANSIT AUTHORITY TRANSIT MASTER PLAN PROPOSAL

Allan B. Jacobs, Director of Planning, reported on this matter as follows:

"For the past four years the West Bay Rapid Transit Authority (WBRTA) has been developing a transit master plan for San Mateo County. This June the Authority will submit this master plan to that County's voters for approval. The San Francisco Department of City Planning has been requested by WBRTA to review and comment upon its plan. This evaluation is confined to those aspects of the plan which relate to or have an impact upon San Francisco's transportation problems, policies and plans.

The West Bay plan calls for a two stage transit development program. The initial phase advocates the construction of a BART compatible rail transit line from the BART Daly City station to Center Street in Millbrae, adjacent to San Francisco International Airport. This transit line would serve the Airport via a shuttle system from the Center Street station. This proposal does not call for annexation to the Bay Area Rapid Transit District but contemplates West Bay ownership of the line with a joint operating agreement with BART for through train service. It is contemplated that Southern Pacific would continue their commuter service to San Francisco from southern San Mateo County and Santa Clara County. The first phase of the WBRTA plan also calls for the establishment of a county-wide bus system. This would provide local bus service and feeder service to rapid transit and Southern Pacific stations. When West Bay develops its detailed bus system the possibility of connections from the coastside Peninsula areas to the Muni system in the southwest sector of the City should be fully explored.

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The second stage of the WBRTA master plan proposes that the rail rapid transit line be extended from Center Street in Millbrae to San Jose. The Southern Pacific commuter service would be supplanted by this extension.

In September of last year, I presented to this Commission a report on rapid transit to San Francisco International Airport and the Peninsula. This report discussed the alternatives of BART extension, SAFEGE monorail and Southern Pacific upgrading as possible alternative means of achieving the following objectives:

1. To provide a high-capacity means of bringing persons into concentrated central areas of employment, shopping, business and entertainment;
2. To provide a link in a regional rapid transit system serving the Central Business District, stimulating its orderly development, and helping to shape the direction of its growth and expansion;
3. To provide a high-capacity, congestion-free facility for reaching San Francisco International Airport;
4. To provide mass transportation facilities for the Southeast Bayshore District.

The conclusion of this report was that the best way to achieve these objectives would be an initial extension of BART to San Francisco International Airport and that long range policy should call for extension of the BART line from the Airport to San Jose and the construction of an additional transit line from our Central Business District through the Bayshore to connect with the BART line at the Airport.

These recommendations were incorporated in the City Planning Commission's Resolution No. 6268, adopted September 12, 1968. Since that time the on-going work on the Department's development of transportation policies reinforces the Commission's resolution and further supports the view that BART extension is the most comprehensive method of solving many of the City's transportation deficiencies from the Peninsula corridor.

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The WBRTA transit master plan now under consideration is harmonious with our overall transit objectives. Perhaps the most significant aspect of the proposal is that San Mateo County feels that its basic inter-county transit needs can best be achieved by the same means as proposed by this Commission. While there are of course differences in details, in the areas of our mutual interest, the concepts are basically the same.

There is only one major concern I have with the West Bay proposal. This is the location of the Airport transit station in the vicinity of Center Street in Millbrae with a shuttle service to the terminals. I am concerned because the possibility of an additional transfer could discourage optimum use of the transit system by Airport travelers. Maximum efficiency could be assured by providing full scale baggage check-in and delivery service at the Center Street station or by providing a BART spur for special Airport cars directly to the San Francisco International Airport terminal complex. Discussions we have held with the Airport architects indicate that this latter concept of a BART spur may be technically feasible from a site design standpoint, however BART sees serious scheduling and operational problems with this concept. Because WBRTA and the City are both vitally concerned that Airport transit be successful, I feel that a satisfactory solution can be achieved and should be pursued through discussions among the concerned City agencies, WBRTA, BART and the Airport architects.

The West Bay master plan recognizes the problems and impact, and therefore San Francisco's reluctance to construct additional freeways and downtown parking facilities as the solution to the steadily increasing travel demands between the City and the Peninsula. The master plan urges the cooperation of WBRTA with San Francisco in the development and coordination of rapid transit services to inter-connect the major traffic generators of the Bay Area, such as San Francisco International Airport and our Central Business District.

I, therefore, urge that this Commission endorse in principle those basic concepts of the WBRTA transit master plan which are of interest and concern to San Francisco and that this support of the WBRTA plan be expressed to the Board of Supervisors and the Mayor for their further consideration."

The first part of the paper is devoted to a general discussion of the problem of the origin of life. It is shown that the problem is one of the most important and most difficult in the history of science. The author discusses the various theories of the origin of life, and shows that the most plausible is the theory of spontaneous generation. This theory is based on the fact that life is a complex of many different parts, and that these parts are all found in the same place. The author also discusses the possibility of life being brought to earth from elsewhere, and shows that this is also a possibility.

The second part of the paper is devoted to a detailed discussion of the theory of spontaneous generation. The author shows that this theory is based on the fact that life is a complex of many different parts, and that these parts are all found in the same place. The author also discusses the possibility of life being brought to earth from elsewhere, and shows that this is also a possibility. The author then discusses the various experiments that have been conducted to test the theory of spontaneous generation, and shows that the results of these experiments are all in favor of the theory. The author then discusses the various theories of the origin of life, and shows that the most plausible is the theory of spontaneous generation. This theory is based on the fact that life is a complex of many different parts, and that these parts are all found in the same place. The author also discusses the possibility of life being brought to earth from elsewhere, and shows that this is also a possibility.

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At the conclusion of this report, the Director submitted a draft resolution for consideration by the Commission which contained the following resolves:

"Now Therefore Be It Resolved, That the City Planning Commission at this time endorses in principle the West Bay Rapid Transit Authority master plan concept of a BART compatible rail line to serve the needs of San Francisco International Airport and Peninsula Commuters, contingent upon the provision of a mutually satisfactory connection with the Airport Terminal complex, and that this endorsement be communicated to the WBRTA Board of Directors, the San Francisco Board of Supervisors, and the Mayor of San Francisco; and

Be It Further resolved, That, upon adoption of the WBRTA Transit master plan by the voters of San Mateo County, San Francisco should immediately enter into detailed discussions with West Bay Rapid Transit Authority on the early coordination and cooperative development of the Rapid Transit link to San Francisco International Airport."

Commissioner Mellon noted that the West Bay Plan, as proposed, would service the Airport only by a shuttle line running from the Center Street Station in Millbrae; and he indicated that he was reluctant to approve the West Bay Plan in principle, as recommended by the draft resolution, since it would not provide direct service to the San Francisco International Airport.

The Director remarked that there might be various alternate ways of providing a mutually satisfactory connection to the Airport Terminal complex as recommended in the draft resolution; and, in any case, it was questionable as to whether space could be made available at the Airport for a Terminal. He stated that he, also, would be anxious to provide direct transit service to the Airport; however, if that option should prove unfeasible, he felt that an effective transfer system would be satisfactory.

Commissioner Mellon believed that the patronage of passengers going to and from the San Francisco International Airport would be needed to make the West Bay Transit Authority proposal economically feasible; and he questioned whether sufficient patronage would develop if Airport passengers were required to transfer at the Millbrae station.

The Director stated that he was totally in agreement with Commissioner Mellon's concerns and objectives; however, he had consented with economists who, while acknowledging that direct service to the Airport would be preferable, had indicated that the proposed system would work if adequate check-in and transfer facilities were provided at the Millbrae station.

MEMORANDUM FOR THE RECORD  
SUBJECT: [Illegible]

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3/13/69

Commissioner Mellon doubted that the transfer service would be effective unless direct service were provided from the Millbrae station to loading docks for arriving and departing airplanes.

Commissioner Wight pointed out that a strong case had been made on page 10 of the West Bay Rapid Transit report to the effect that the financial feasibility of the proposed system would be dependent in large part upon the patronage of Airport passengers; and, under the circumstances, he expected that the West Bay Transit Authority would share San Francisco's interest in providing the best possible and the most direct service to the Airport.

John C. Lilly, General Manager of the West Bay Rapid Transit Authority, confirmed his Authority's interest in providing the best possible service to the San Francisco International Airport; and, to that end, the master plan prepared by his Authority had recommended an alternate line might be constructed to provide direct service to the Airport. He noted, however, that it was not certain that sufficient space could be made available in the air passenger complex for a transit station; and, because of the turning radius required for the transit trains, the tracks would probably have to be threaded through some of the Airport installations west of Bay Shore Freeway. Because of those complexities, his Authority was hopeful that further information and recommendations would be forthcoming from officials at the Airport. In any case, he emphasized that engineering studies for the proposed system would not be undertaken until the master plan has been approved by the voters of San Mateo County.

Commissioner Mellon stated that he was of the opinion that service to the Airport should be provided from the main Rapid Transit line and not from an alternate line; and, if that type of service were to be provided, the necessity for complicated loops and curves might be eliminated.

Mr. Lilly stated that the alternate line to the Airport had been the subject of a marketing study which had been undertaken by Dr. De Leuw Cather and of a financial study which had been undertaken by Arthur D. Little, Inc.; and, as a result of those studies, it had been determined that a significant number of people would use the alternate line if it were provided. He noted that 75 percent of the passengers using the San Francisco International Airport have only two or less pieces of baggage; and, therefore, they would not be inconvenienced by having to transfer at the Millbrae station.

Commissioner Brinton stated that he was concerned about the possibility that the West Bay Rapid Transit Authority would not be able to change its plans after the master plan has been approved by the voters of San Mateo County; and, for that reason, he felt that the master plan should be modified to reflect, as an alternate, direct service to the Airport before being submitted to the electorate. Mr. Lilly stated that the text of the master plan left the question of service to the Airport open insofar as it did not refer specifically to direct or shuttle service.





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Commissioner Mellon moved that the first resolve of the draft resolution be modified to endorse the West Bay Rapid Transit Authority Master Plan in principle "contingent upon the provision of direct service to the Airport terminal complex, as distinguished from a feeder shuttle" and that the draft resolution, as modified, be adopted. This motion was seconded by Commissioner Brinton.

Mr. Lilly remarked that provision of direct service to the Airport might place a greater burden on San Francisco than had been thought previously. President Fleishhacker replied that direct service to the Airport may not ultimately be achieved; however, he believed that the Commission should endorse the type of service which it considers most desirable.

Ray Cedar, representing BART, stated that present plans for the Airport would require that any station constructed for direct transit service to the Airport would have to be located at a significant distance from the air passenger terminal; and, under those circumstances, shuttle service would still be required to bring passengers to their final destinations.

The Director pointed out, however, that a transfer point located nearer to the terminal would have a better psychological effect on potential passengers than would a transfer point located as far away from the terminal as the Millbrae station.

Walter Stoll, Planner II, stated that architects for the Airport are presently contemplating the feasibility of locating the transit terminal on the roof of the Airport garage.

Mr. Lilly asked if he were correct in understanding that it would be the desire of the Commission that the West Bay Rapid Transit Authority use space at the Airport for a passenger station if it is determined that space can be made available for such a facility in the general location of the central assembly area at the Airport. Mr. Mellon replied in the affirmative.

After further discussion, the question was called and the draft resolution, as modified, was adopted as City Planning Commission Resolution No. 6350.

President Fleishhacker, noting that other proposals had been made to the Board of Supervisors for providing transit connections between the Airport and Downtown San Francisco, asked if those proposals were being coordinated in any way with the West Bay Rapid Transit Authority's proposal. The Director replied that he was not at all sure that the coordination of opposites would be possible; however, one of the purposes of the trip soon to be taken by members of the Board of Supervisors to view transit facilities in other cities would be to study the types of transportation which might be used to link the central City with the Airport.



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President Fleishhacker doubted that sufficient space would be available at the Airport to accommodate terminals for both Rapid Transit and monorail systems. The Director agreed; and he noted that the Commission had previously adopted a resolution recommending that highest priority be given to a compatible extension of the BART system.

President Fleishhacker recalled that the resolution previously adopted by the Commission had also set a high priority on the provision of transportation for the South Bayshore area of the City; and he noted that that objective would not be met by the West Bay Rapid Transit Authority's proposal.

Mr. Lilly indicated that San Mateo and Santa Clara Counties would experience similar problems; and, he noted that the master plan which had been prepared by his Authority had recommended that feeder bus service should be worked out by local governments or by private enterprise.

The Director stated that the South Bayshore plan which had been prepared by the staff of the Department of City Planning had recommended that certain changes be made in the service provided by the Municipal Railway to connect the South Bayshore area with BART stations which will be located in San Francisco; however, he felt that it would also be desirable to recommend that direct service be provided by the Municipal Railway from the South Bayshore area to the Airport.

The meeting was adjourned at 3:30 p.m.

Respectfully submitted,

Lynn E. Pio  
Administrative Secretary





SAN FRANCISCO  
CITY PLANNING COMMISSION  
MINUTES AND SUMMARY  
OF THE  
REGULAR MEETING  
THURSDAY, MARCH 20, 1969  
100 LARKIN STREET  
2:15 P.M.

PRESENT: Fleishhacker, Kearney, Mellon, Newman, Porter, Wight

1. Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 2:15 P.M. to take a field trip to properties scheduled for consideration during the Zoning Hearing on April 3, 1969.

ADJOURNED: 3:30 P.M.

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SAN FRANCISCO  
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, March 27, 1969.

The City Planning Commission met pursuant to notice on Thursday, March 27, 1969, at 100 Larkin Street at 2:15 p.m.

PRESENT: Mortimer Fleishhacker, Jr., President; James S. Kearney, Vice President; William M. Brinton, Thomas J. Mellon, and Mrs. Charles B. Porter, members of the City Planning Commission.

ABSENT: James K. Carr and Walter S. Newman, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Edward I. Murphy, Assistant Director of Planning; Robert Passmore, Assistant Zoning Administrator; Richard Gamble, Planner IV; and Lynn E. Pio, Secretary.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Mellon, and carried unanimously that the minutes of the meetings of March 6, 13, and 20, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reported on the meeting of the Urban Design Citizens Advisory Committee which had been held the previous day and distributed copies of the first report to be published for the Urban Design Study.

At this point in the proceedings, Commissioner Brinton arrived and assumed his seat at the Commission table.

The Director submitted a draft resolution which would authorize him to execute an agreement with Donald Appleyard to undertake urban design studies related to the development of an urban design plan. After describing the nature of the proposed contract in greater detail, he recommended adoption of the draft resolution.

After discussion, it was moved by Commissioner Kearney, seconded by Commissioner Porter, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6351.

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Subsequently, the Director submitted another draft resolution which would authorize him to submit a supplemental budget request in the amount of \$12,756 for the fiscal year 1969 -70 to provide funds for the hiring of a temporary planner III - Chinatown Liaison to work with the Chinatown community in identifying issues, solving immediate problems, and continuing an analysis of the long-term needs and potentials of the community. He noted that the Commission had previously requested a supplemental appropriation in the amount of \$250,000 for the preparation of a two-year comprehensive planning study of Chinatown; however, since no action had yet been taken on that request, he felt that the second alternative originally recommended by the staff of the Department of City Planning should be pursued so that the Mayor, in considering the budget, could evaluate both alternatives. Therefore, he recommended adoption of the draft resolution which would provide the second alternative by requesting funds for the hiring of a temporary Planner III -- Chinatown Liaison.

Commissioner Mellon asked if the person who would be hired for liaison with Chinatown would be someone who understands the Chinese language. The Director replied that he would make every effort to hire a professional planner with that ability.

After further discussion it was moved by Commissioner Mellon, seconded by Commissioner Porter, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6352.

The Director read a letter which he had received from Joseph E. Tinney, Assessor, commenting on the effect of Landmark Designation on property values.

#### REFERRAL

R69.13 Housing for elderly site, north side of Ellis Street between Larkin and Hyde Streets.

Robert Passmore, Assistant Zoning Administrator, reported on this matter as follows:

"The proposed site has a 103.2 foot frontage on the north side of Ellis Street between Larkin and Hyde Streets, in the midtown residential area which was reclassified last year from the C-3 zone to the new R-5-C zone, in which high density residential development is permitted in combination with ground floor commercial uses. A high proportion of the population in the area is elderly, and it is well suited for their housing because of convenience





to downtown and favorable weather conditions.

Preliminary plans by Thomas Hsieh for the Housing Authority show 100 units, 77 studios and 23 one-bedroom, in a 13-story building with 26 per cent lot coverage, a floor area ratio of 4.7 to 1,, a setback of 18 feet and a rear yard of 67 feet. The City Planning Code would permit 141 studio units on the 14, 195 square foot site, with 75 per cent coverage, a floor area ratio of 10 to 1, no setback, and a 20-foot rear yard, so provisions of the Code are all met except for parking; 15 spaces are provided instead of 19, and a variance would be required for the lower number of spaces. Such a variance was granted last year (VZ68.13) to allow 14 spaces in a proposed turnkey project for the same site."

The Director recommended that the proposed housing project be approved as in conformity with the Master Plan.

Commissioner Porter asked if funds were available so that construction of the project could be initiated immediately.

John A. Crowder, representing the Housing Authority, replied that the HHA had given oral approval of the project.

President Fleishhacker asked how many additional parking spaces could be provided on the site. Mr. Passmore replied that approximately ten additional spaces could be provided in the rear yard area without necessitating excavation.

Commissioner Brinton asked if people being displaced from the International Hotel would be given any priority in public housing projects such as the one presently being proposed. Mr. Crowder replied that priority is given to individuals who are forced to relocate because of government actions.

The Director questioned whether the displacement of residents of the International Hotel could be considered to have resulted from public action.

Mr. Passmore remarked that the Housing Authority already has a long waiting list of displaced elderly people who wish to obtain quarters in public housing projects.

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For information of the Bureau, the following information was received from the Bureau of the Census, Washington, D.C., on the 10/10/50:

10-10-68

Mr. [redacted] of the Housing and Urban Development Department, Washington, D.C., advised that the Department is currently reviewing the proposed rulemaking and will issue a final rulemaking in the near future. He also stated that the Department is currently reviewing the proposed rulemaking and will issue a final rulemaking in the near future.

Commissioner Porter asked how long a period of time would elapse before completion of the proposed project. Mr. Crowder replied that construction of the building would take approximately eighteen months.

After further discussion it was moved by Commissioner Brinton, seconded by Commissioner Porter, and carried unanimously that the Director be authorized to report that the site for a housing project for the elderly on the north side of Ellis Street between Larkin and Hyde Streets, block 321, lots 17 and 18, is in conformity with the Master Plan.

#### REVIEW OF FINAL PLANS, HOUSING PROJECT FOR THE ELDERLY, NORTH SIDE OF MC ALLISTER STREET BETWEEN BAKER AND BRODERICK STREETS

The Director stated that he had received a letter from Mr. Crowder of the Housing Authority requesting that consideration of this matter be postponed indefinitely. He recommended that that request be honored.

It was moved by Commissioner Brinton, seconded by Commissioner Mellon, and carried unanimously that consideration of this matter be postponed indefinitely.

#### PUBLIC HEARING ON BERNAL HEIGHTS IMPROVEMENT PLAN

Allan B. Jacobs, Director of Planning, remarked that the report on the Bernal Heights Improvement Plan had been presented to the Commission during its meeting on February 13, 1969. Following that presentation, he had recommended that the report be distributed and that all interested individuals and groups be invited to comment on the proposals contained in the report at the end of a thirty-day review. The report had been distributed; and the present hearing was being held to receive reactions from the public.

The Director stated that he had received letters from Mrs. Robert A. McLean, Jr., president of the executive board of the Junipero Serra Parent Teachers Association, and from Mrs. Beatrice Lynch, principal of the Junipero Serra School, urging that the improvement plan for Bernal Heights be modified to include a proposal for at least one additional elementary school in the area. Mrs. McLean had suggested that the school might be located on the site of the abandoned green house or on the property owned by the Water Department. In response to these requests, he indicated that the staff of the Department of City Planning is presently working with the Board of Education in an effort to prepare a City-wide policy for education. While he realized the importance of the problem being faced by Bernal Heights, he noted that the responsibility for providing new educational facilities rests with the Board of Education and not with the Department of City Planning. Under the circumstances, he felt that the improvement plan for Bernal Heights

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should not be amended to call for additional educational facilities in the area at the present time.

At this point in the proceedings, Commissioner Mellon absented himself from the meeting room for the remainder of the meeting.

Merle Gilbert, President of the Peralta Heights Neighborhood Association, called attention to the fact that his neighborhood had been included within the boundaries of the improvement plan which had been prepared by the staff of the Department of City Planning in conjunction with the Bernal Heights Neighborhood Association. He indicated that the members of his association had several plans in mind for their neighborhood; and, if those plans were to conflict in any way with the recommendations contained in the report presently being considered by the City Planning Commission, he hoped that the conflicts could be resolved with cooperation of the staff of the Department of City Planning.

Father O'Malley, Pastor of St. Kevins Church in Bernal Heights, stated that he had not been associated with the subject neighborhood for a very long period of time; however, he felt that the residents of the neighborhood were extremely grateful to the staff of the Department of City Planning and the City Planning Commission for the effort which they had expended in preparation of the improvement plan for the neighborhood.

The Director recommended adoption of a draft resolution which would approve the neighborhood improvement plan as a more precise delineation of Master Plan recommendations and which would express the Commission's intent to incorporate the neighborhood improvement plan for Bernal Heights into the Master Plan by future amendment.

After further discussion it was moved by Commissioner Brinton, seconded by Commissioner Porter, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6353.

The meeting was adjourned at 3:20 p.m.

Respectfully submitted

Lynn E. Pio  
Administrative Secretary

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